

Providence City Planning Commission Workshop Agenda
Providence City Office Building, 15 South Main, Providence UT 84332
June 29, 2016 5:00 p.m.
Anyone interested is invited to attend.

Workshop:

The Providence City Planning Commission will discuss the Providence City General Plan with the intent of amending the plan to reflect the current and future needs of the city.

The City's plan includes the following elements: introduction, principles, transportation corridors, water system, storm drainage, sewer system, annexation policy plan, zoning, design review, residential development moderate income housing plan, open space, urban trails, parks and recreation, wildlife, and conclusions.

The current plan also contains the following maps: transportation, water system, storm drainage, sewer system, zoning (current and future), overlay (hazard areas), urban trails, and parks, recreation and wildlife.

Agenda posted by Skarlet Bankhead on June 27, 2016.


Skarlet Bankhead
City Recorder

If you have a disability and/or need special assistance while attending the Providence City Planning Commission meeting, please call 435-752-9441 before 5:00 p.m. on the day of the meeting.

Pursuant to Utah Code 52-4-207 Electronic Meetings – Authorization – Requirements the following notice is hereby given:

- Providence City Ordinance Modification 016-2006, adopted 11/14/2006, allows Planning Commission Member(s) to attend by teleconference.
- The anchor location for this meeting is: Providence City Office Building, 15 South Main, Providence, UT.
- Member(s) may be connected to the electronic meeting by teleconference.

Providence City Council Members may be in attendance at this meeting; however, no Council action will be taken even if a Quorum exists.

Introduction

Providence was founded in 1859 as a farming community. This remains evident by large lots in the downtown area, and continuing agricultural use of land around the City's boundary. Presently, Providence is largely a bedroom community of single-family residences supporting the Logan City commercial/industrial/educational community. While existing areas of Providence continue to support a single-family residential character, the City must also plan for multi-family housing, and provide a tax base in commercial development.

The incorporated area of Providence is approximately 2,000 acres. The area included in the annexation declaration is approximately 4,000 acres. The city has the potential for increasing its growth accordingly. It is this growth that the Master Plan must guide, along with adaptation of existing areas as the need arises.

The population of Providence in 1990 was 3344 residents according to statistics from the *Utah Foundation*. 1998 population was 4331. Projections for 2006 are 5630 residents. The year 2014 will see 7340 residents in Providence at the current growth rate. This equates to a population increase of 188 new residents each year.

In 1990 there were approximately 900 residences in Providence, and in 1998 approximately 1170. 84 building permits were issued in 1997. 116 permits were issued in 1998. 89 permits were issued in 1999. This trend will result in triple the current residences by 2014.

It is anticipated that growth will continue in the bench areas. Additional growth has occurred and is expected to increase in the lower-lying agricultural areas as farm land converts to housing, and as large agricultural-size lots within the developed city convert to minor sub-divisions.

As Providence approaches a population of 5,000, a Capital Facilities Plan will be required as a separate document based on information contained in the Master Plan. Both documents must work in harmony with each other.

Introduction cont'd

Providence City must continue to be "A livable, sustainable community".

To become such, consideration must be given to:

- Open-space policies - including agricultural preservation, growth limitations, mixed uses, canyon development.
- Housing options - including mixed income housing, affordable housing, rural housing, safe neighborhoods,, cultural and economic diversity,
- Community Centers - including schools, city center, parks,

community-planning grants, interactive neighborhoods, sustainable community design.

- Flexible Transportation - including transportation choices, integrated transportation systems.
- Economic Development - including quality businesses, quality commercial development.
- Infrastructure - including maintenance and repair of utilities, streets, parks, trails, historic preservation, protection of valuable environmental qualities.
- Tax Credits - including historic, commercial, community revitalization.

"The foundation of community livability is design that deliberately reflects the community's aspirations for life, work, learning, play, and growth."

- Michael J. Stanton, FAIA

Incorporation of Governor Mike Leavitt's Envision Utah growth plan introduced in the fall of 1998 should also be part of the equation.

Under *Envision Utah*:

Housing is characterized by:

- average size of single family lot decreases from 0.32 acres today to 0.27 acres in 2020.
- Wider variety of housing options.

Land use is characterized by:

- Slower land consumption.
- Urban growth is 20% by 2020.

Transportation is characterized by:

- More transportation options.

Introduction cont'd

Cost is characterized by:

- Diversity of housing options.
- Lower personal transportation costs.

Air Quality is improved.

Water consumption is reduced.

Many of Providence's residents prefer a spread-out rural life-style with larger lots. Such lots when well maintained provide greenspace, peace, and solitude to the residents, but do not address the overall issues of 'community'.

Maintaining Cache Valley's current pattern of development follows the nation's ongoing attempt to create the communities we want by allowing development to creep to the outlying areas. Such a path will only re-create the conditions of the past that we must avoid if we do not want the nation's troubled communities in our backyard.

Diminishing open space, strip-mall creep, commuter clog must be checked if we are to develop a truly livable community - one where social stability, economic growth, and quality of life are retained.

Household income in Providence is the second highest in Cache County. City government is, however, limited in its financial resources due to a limited sales tax base. Maintenance and repair of city infrastructure is funded from tax revenues, as well as grants and other income sources. Additional housing adds only a small amount of tax revenue each year. Continued growth as a bedroom community alone will not generate funds sufficient to maintain the City's infrastructure, or provide

capital

improvements. Encouraging the growth of a quality commercial area as a tax resource is a vital part of the Master Plan. Commercial development has been largely limited to home occupations. Commercial growth is occurring along 100 North and Highway 165 in the designated commercial area, but it must be quality development. Improving the financial situation in Providence requires the City to actively pursue developments willing to locate in the appropriate commercial zones. Sales tax is the best potential source of revenue upon which to build the infrastructure of the City. The City should be able to use sales tax revenue to offer incentives to attract quality development.

Principles and goals for the future, along with the infrastructure necessary to support anticipated growth, can be achieved if Providence City requires developments to provide physical improvements that will enhance the projects and the city for many years. Developers not willing to provide these improvements should not be allowed to take long-term advantage of the city. Special Improvement Districts, and imposition of appropriate impact fees are needed to pay for new capital improvements.

Introduction cont'd

The primary goal of the Master Plan for Providence City is to guide future development and growth of the City while maintaining its central characteristic as a livable community.

We must visualize Providence as we would like it to be twenty-five years from now, realizing that the Master Plan is a document valid for five to ten years growth. The plan is intended to be updated every five years by the Planning Commission to meet

the changing needs of the City.

The Master Plan emphasizes the major components of the City's future:

- Transportation Corridors
- Water System
- Storm Water
- Sewer System
- Zoning
- Design Review
- Open Space Planning
- Urban Trails
- Parks and Recreation
- Wildlife

Each of these is briefly discussed in relation to background, governing principles, present conditions, and the resolution thereof. The plans and graphics accompanying the narrative demonstrate specific features to direct compliance with the principles of the Master Plan.

Principles

Principles Governing Master Plan 2000

1) Maintain the character of Providence as a residential community.

- Characterize the community by family dwellings.
- Develop Providence as a livable community.
- Develop planning flexibility and quality control.
- Continue the community's rural character.
- Preserve valued historic community assets.
- Create civic spaces and safe, pedestrian-friendly streets.
- Develop schools, city center, parks, as centers of community activity.
- Encourage preservation and management of open spaces.
- Continue domestic animal privileges under appropriate controls.
- Develop mixed-use neighborhoods (retail, commercial, and a full range of housing opportunities).
- Promote commercial development compatible with Providence's residential character.

2) Provide planned, orderly growth.

- Extend city boundaries by contiguous annexations according to Providence City Boundary Declaration.
- Organize annexations to avoid creation of islands or peninsulas.

3) Maintain a rate of growth consistent with the City's ability to provide public services without hardship on the citizens.

- Develop sensible growth policies and sustainable community design.
- Manage all public services within the City, including water - both culinary and irrigation, sewer, roads, parks, police protection, fire protection, animal control, waste disposal, and utilities, including staffing.
- Develop flexible and accessible transportation systems.
- Organize development and financial stability according to the Master Plan.
- Secure grants and tax credits to fund community planning.
- Require new development to bear the cost of capital improvements.

Principles cont'd

- 4) Maintain and develop the Master Plan for the growth and evolution of the City.
 - Assess existing concerns within the City.
 - Assess municipal resources and other options available for solving the concerns.
 - Utilize neighborhood meetings to obtain a better perspective regarding public perception of planning issues.
 - Update the Master Plan every five years under Planning Commission direction.
 - Work with the Cache County Planner and other municipalities to verify compatibility of the Master Plan with surrounding communities.
- 5) Ensure that significant, quality, sustainable commercial development becomes a reality.
 - Strengthen the economic base of the community by encouraging the growth of a quality commercial area.
 - Focus prime development opportunities on strong retail facilities that generate sales taxes. (Res 09-035, 12/08//2009)
 - Use sales tax revenue to offer incentives to attract quality development.
 - Encourage annexation of parcels for commercial development.
 - Extend city boundaries by contiguous annexations critical to city tax base according to Providence City Boundary Declaration.
 - Establish a new high standard for quality commercial development in Cache Valley.

Annexation Policy Plan

Background

In 2001, the State Legislature passed law stating, "After December 31, 2002, no municipality may annex an unincorporated area located within a specified county unless the municipality has adopted an annexation policy plan as provided in this section. UC 10-2-401.5(1)"

Principles

- The map of the expansion area is included in the Providence City Master Plan 2000 Appendix, see Sheet No. 5-C Zone Districts of Future Annexation.
- **Character of the Community:** Providence City is a City of the Third Class with many growth opportunities. The population has increased from 3,344 residents in 1990 (Utah Foundation) to 4,377 in 1999 (U.S. Census). An estimated increase of 500+ residents has come in the past 3 years. This year alone, 2002, Providence City will issue over 150 building permits, with the majority being new construction. Providence City is also developing commercial business areas, while continuing to encourage a strong cottage industry. Throughout this growth, the City has worked diligently to maintain a rural atmosphere and at the same time provide zoning districts for many housing and commercial types.
- **Need for Municipal Services:** Providence City has been very aggressive in expanding and maintaining a high level of public service throughout the community and the neighboring areas.
- **Water System:** Providence City adopted a Water System Master Plan in May of 1995 and adopted a revision in 2000. This plan includes the area for future annexation as shown on Sheet No. 5-C. A copy of the Water System Master Plan is available for view at the Providence City Recorder's Office.

Providence City has water system employees that have received certification from the State. Our Water Department works closely with local, state and federal officials to maintain a high quality system.

Annexation Policy Plan cont'd

- **Wastewater System:** The Providence City Final 201 Facility Plan May 1989 was used to design and build the City's wastewater system. This plan was based on a twenty (20) year projection. A copy of the 201 Facility Plan is available for view at the Providence City Recorder's Office.

Providence City also has employees in waste water that have received State certification. As with the water system, the City's Waste Water Department works closely with State officials.

- Transportation corridors, storm drainage, open space, urban trails, parks and recreation, and wildlife are all discussed in the Providence City Master Plan 2000. The Master Plan 2000 includes the proposed areas for future annexation. A copy of the Providence City Master Plan 2000 is available for view at the Providence City Recorder's Office.
- **Plan for extension of municipal services:**
- **Water System:** In 1997 Providence City's water impact fees were based on the Water System Master Plan. These fees are being used to construct and implement improvements listed in the Water System Master Plan. In 2001 Providence City also bonded to build a 1.5 million gallon reservoir. The reservoir came on-line in June of 2002, giving us storage capacity for future growth.
- **Wastewater:** The wastewater system was built in 1990. The wastewater impact fees were based on the 201 Facility Plan. These fees have been and are being collected to expand and improve the existing wastewater system. Because Logan City provides the treatment area, Providence City has also been involved in plans to expand and improve the Logan City treatment facility.
- **Streets:** Impact fees for streets were based upon the City Master Plan in place in 1997. This Plan was incorporated in the 2000 Master Plan. Impact fees have been and are being used to construct and improve roads shown on the Transportation Corridor Plan Sheet No. 1. Providence City also actively participates with the CMPO and UDOT to provide inter-city transportation corridors and public transportation.
- **Parks & Recreation:** Providence City realizes with an increase in smaller building lots and multi-family dwelling units, the importance of public parks and recreation opportunities also increases. Providence City is utilizing the Providence City Master Plan 2000 for the creation and expansion of parks. Impact fees are being collected and used for this purpose.

Annexation Policy Plan cont'd

Providence City also works with volunteers, Logan City, and other entities to operate successful organized sports programs. The City is also expanding the recreation program in areas such as a summer playground program, arts in the park, summer concerts, Miss Providence Pageant, Senior Citizen Dinner, City Celebration, etc. Providence City also has a very strong youth council program and supports volunteer organizations such as the Lion's Club. Providence City also has an excellent relationship with the Cache County School District in sharing facilities.

- **Storm Drainage:** To date Providence City has worked with individual developers to provide adequate storm drainage as each new development is proposed. The City is currently participating in the County plan for storm drainage. As the City prepares its own storm drainage plan, the proposed areas for annexation will be included in the storm water calculations.
- **Open Space, Urban Trails and Wildlife:** Providence City has a master plan directive in each of these areas. At present the City works with individual developers to include these important aesthetic qualities in their developments. Providence City also works closely with the Corp of Engineers when development and public works improvements occur near wetland areas. Providence City works closely with the Forest Service and the State Division of Wildlife for access and enjoyment of Providence Canyon.
- **Other Municipal Services:** Providence City currently contracts with Logan City for fire protection and emergency service, Cache County Service Area for garbage and recycling services and Cache County Sheriff's Office for police services. Electricity is provided by PacifiCorp (UP&L) and natural gas by Questar. Providence City works closely with these entities to provide quality services. These entities are also involved in the City's subdivision approval process.

Providence City also has a Building Department with a City Building Official that is licensed on the international level as a *Certified Building, Plumbing and Mechanical Inspector*, a *Certified Plans Examiner*, an *Electrical Inspector General* and on a State level as a *Combination Inspector*.

Providence City contracts with a State licensed engineering firm for City engineering services and an attorney licensed by the Utah State Bar for legal services.

Providence City also has a Justice Court, which certifies with the State as required by State law. The City has a justice court judge and clerk that also maintain State certifications. The City recently improved justice court service by obtaining access to the State BCI System.

Providence City has a City owned and operated cemetery, which was recently

expanded. Currently the City is improving the cemetery irrigation system, which will free up City water for culinary purposes.

Annexation Policy Plan cont'd

Providence City contracts with a nearby veterinary clinic for animal impound services. The City has an animal control officer for domestic animal problems and works with the State Division of Wildlife Resources for problems involving wildlife.

The Cache County Library - Providence/River Heights /Bookmobile Branch is located in Providence City. Providence City contracts with Cache County and River Heights City to provide library services.

Providence City is in the Cache County School District. The City is the home of Providence Elementary (grades K - 5) and Spring Creek Middle School (grades 6 & 7). Eighth and Ninth grade students attend South Cache Learning Center in Hyrum City and students in grades 10 - 12 attend Mountain Crest High School in Hyrum City.

Qualified City Officials and Employees: City officials and employees belong to the following organizations: Cache Mayors Association, Northern Utah City Managers Association, BRAG Area Clerks & Records Association, Utah Municipal Clerks Association, International Institute of Municipal Clerks, Utah Municipal Treasurers Association, Utah Justice Court Judges Association, Rural Water Users Association, Utah Water Users Association, American Water Works Association, National Rural Water Association, American Backflow Prevention Association, Utah Backflow Prevention Association, International Council of Code Officials, International Association of Electrical Inspectors, International Association of Plumbing and Mechanical Officials, Utah Chapter of ICBO, Bonneville Chapter of ICBO, Beehive Chapter of ICBO, Utah Chapter of IAWI, Utah Chapter of Plumbing and Mechanical Officials, Northern Utah Chapter of Building Officials giving them the opportunity to work with officials and employees of many cities and towns, in efforts to have well trained employees and provide quality levels of service.

- **Financing for Services:** Providence City currently charges monthly utility fees for water and wastewater services. These fees are based on monthly usage and meter size, debt service, operation/maintenance, and in the case of wastewater, treatment fees assessed by Logan City. These fees are evaluated periodically and changed as needed. Providence City also collects impact fees to use for qualifying capital improvement projects in water, wastewater, roads and parks. Providence City also utilizes bonding and grant programs. The water and wastewater systems have individual Enterprise Funds; all other public facilities and services are funded through the General Fund. A copy of the City's Financial Statement is available for view at the Providence City Recorder's Office.

Annexation Policy Plan cont'd

- **Estimate of Tax Consequences:**

Property taxes on property annexed into Providence City will increase the amount of the City's certified tax rate multiplied by the taxable value of the property. The certified tax rate varies from year to year. The following example is based on the 2002 certified tax rate.

A residential property valued at \$150,000 has a taxable value of \$82,500. The taxable value is multiplied by the certified tax rate, $\$82,500 \times .001257$ for an increase of \$103.70. A business property would increase \$188.55.

- **Interest of Affected Entities:**

Neighboring Communities: Providence City is bordered by River Heights City on the north, Logan City on the west, Millville City on the south and east and portions of Cache County on all sides. City officials work diligently to maintain good working relationships with all our neighbors. Residents of Millville City and River Heights City participate in our recreation programs. Residents, County wide, use Von's Park and our organized sport facilities. Providence City and Logan City have also worked together on a commercial development that included property in both cities. The City participates in the CMPO, Countywide Planning and Cache Chamber of Commerce.

As mentioned previously, the City works closely with the Cache County School District to provide athletic and recreation opportunities and school safety zones and programs. Not only with Providence Elementary and Spring Creek Middle School, but also South Cache Learning Center and Mountain Crest High School.

Providence City places a high priority on keeping good working relationships with all neighboring entities.

- As of January 13, 2003, Providence City has not received any written comment, positive or negative, from the above mentioned affected entities.

Plan Directives

- Providence City intends to continue the example set by previous Councils in planning for and providing services to areas proposed for future annexation. The City's systems have been built to accommodate additional growth within the existing boundaries and the future annexation areas.
- Providence City will continue to work with developers and property owners to ensure availability of municipal services to future annexation areas.

Annexation Policy Plan cont'd

- Providence City will continue to work with affected entities, including Cache County, the school district, neighboring communities, utility providers and contract service providers to have services available as property owners in the proposed annexation areas petition the City for annexation.
- Providence City will continue to review and update the City's master plans as build out occurs to also include redevelopment of facilities and services as they begin to deteriorate.

Conclusion

It is not the intent of Providence City to acquire more land than the City can reasonably service. Providence City has considered the surrounding unincorporated areas and has planned to annex those areas where the City can provide municipal services as demand occurs.

ZONE DISTRICTS OF FUTURE ANNEXATIONS

[illegible]

1. What is the purpose of the study?
The purpose of the study is to determine the effect of the use of the Internet on the learning of English as a second language.

2. What is the research question?
The research question is: What is the effect of the use of the Internet on the learning of English as a second language?

3. What is the hypothesis?
The hypothesis is: The use of the Internet will have a positive effect on the learning of English as a second language.

4. What is the significance of the study?
The significance of the study is that it will provide information on the effectiveness of the Internet as a tool for learning English as a second language.

5. What are the limitations of the study?
The limitations of the study are that it is a small-scale study and that it only focuses on the use of the Internet as a tool for learning English as a second language.

Special Needs Groups

Data from the 2011 American Community Survey indicates that 8.5 percent of all Americans under the age of 65 and 36.6 percent of all Americans 65 and older have some form of disability. Assuming that the percentage of Providence, Utah residents with disabilities is comparable to national figures, approximately 531 Providence, Utah residents under the age of 65 and 293 Providence, Utah residents 65 and older suffer from a disability. Individuals with disabilities may require special housing accommodations.

About 11.3 percent of Providence, Utah's population was 65 and older as of the 2010 U.S. Census. The share of the city's population that is 65 and older is expected to decrease to 9.8 percent by the year 2020 and 9.5 percent by the year 2030. Some elderly individuals may not be able to remain in their homes or may choose to relocate to a unit that better suits their preferences and needs. The legislative body of Providence, Utah may wish to evaluate the housing options available to seniors wishing to remain in or move to the community.

B. AFFORDABLE HOUSING POLICY STATEMENT

The following statement is primarily based on the changes recommended by the implementation policies of the Land Use Element of the City's General Plan. It has been and will continue to be the intent of the City to not limit the development of residential housing within the incorporated areas of the City. The physical environment (geography, zoning, etc.) will place some restrictions on the type and density of any residential development in the City. To meet the current and future affordable housing needs, zoning codes need to be continually evaluated and, if necessary, changed to allow for more affordable housing choices.

Goals, Policies and Implementation Measures

- It has been and will continue to be the intent of the City to not limit the development of residential housing within the incorporated areas of the City. The physical environment (geography, zoning, etc.), will place some restrictions on the type and density of any residential development in the City. To meet the current and future affordable housing needs, and to protect current residential property owners, zoning codes/ordinances will be evaluated as needed to protect existing property owners first and then allow zoning requests to be presented to council for consideration of other types of affordable housing.
- Review this policy statement every two years.

households, 28 will need to be affordable to low-income (>30% to ≤50% AMI) households, and 78 will need to be affordable to moderate-income (>50% to ≤80% AMI) households.

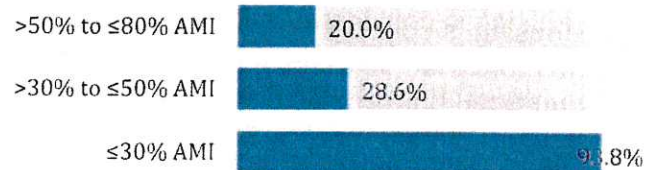
By 2030, Providence, Utah will need an additional 1313 housing units. Of those 1313 units, 73 will need to be affordable to extremely low-income (≤30% AMI) households, 76 will need to be affordable to low-income (>30% to ≤50% AMI) households, and 210 will need to be affordable to moderate-income (>50% to ≤80% AMI) households.

Cost Burdened Renter Households

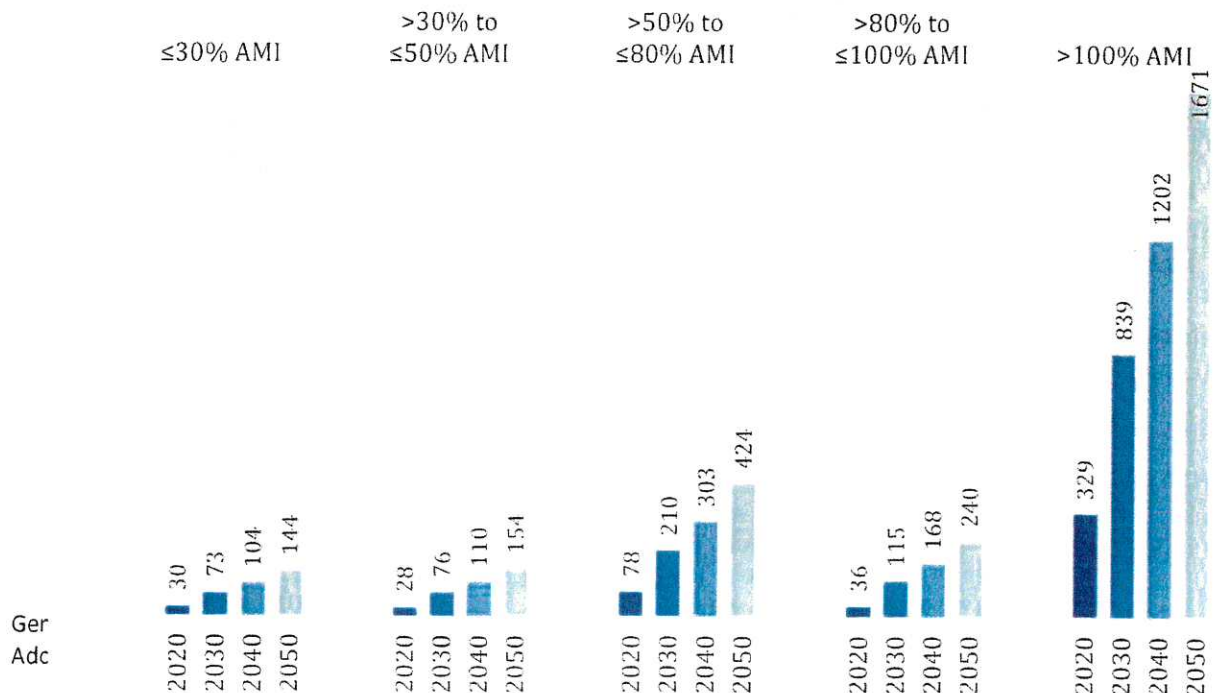
Households Spending 30% or More of Monthly Income on Housing (by Income Level)



Households Spending 50% or More of Monthly Income on Housing (by Income Level)



New Housing Unit Demand by Household Income Level



Summary of Affordability

Household Income	Maximum Monthly Income for Housing Expenses	Maximum Mortgage Loan Amount
<i>≤30% AMI</i>	\$376	\$25,009
<i>>30% to ≤50% AMI</i>	\$627	\$56,996
<i>>50% to ≤80% AMI</i>	\$1,003	\$104,976
<i>>80% to ≤100% AMI</i>	\$1,253	\$136,963

up 27.6 percent of Providence, Utah's population.

Housing is considered affordable when households—regardless of their income—spend no more than 30 percent of their monthly income on housing expenses. Therefore, cost-burdened households are those households whose housing expenses exceed 30 percent of their monthly income. Based on this definition, 76 percent of Providence, Utah's renter households that earn a moderate income or less and 42.4 percent of the city's owner households that earn a moderate income or less are cost burdened, which indicates that Providence, Utah's residents would benefit from additional affordable rental and ownership options.

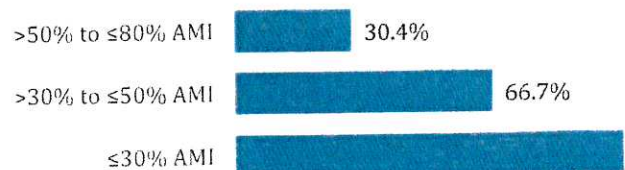
Population Change and Affordable Housing Demand

The population of Providence, Utah is expected to increase from 7,075 in 2010 to 9,050 by 2020 and 11,770 by 2030. These additional residents amount to an additional 608 households by 2020 and an additional 1445 households by 2030, based on the city's current average household size (3.25).

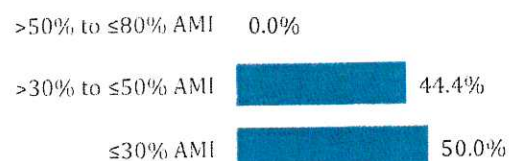
Based on population change, observed income levels, and existing vacancies, it is projected that Providence, Utah will need an additional 500 units by 2020. Of those 500 units, 30 will need to be affordable to extremely low-income (≤30% AMI)

Cost Burdened Owner Households

Households Spending 30% or More of Monthly Income on Housing (by Income Level)

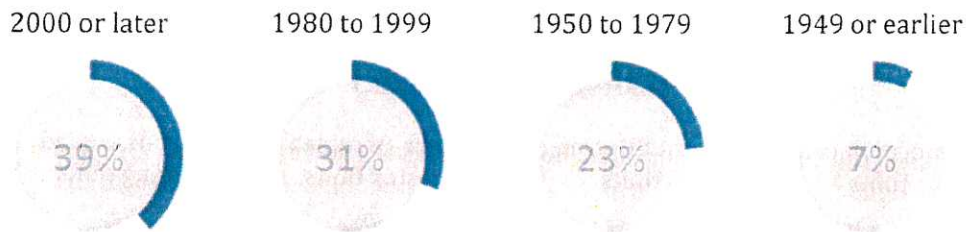


Households Spending 50% or More of Monthly Income on Housing (by Income Level)

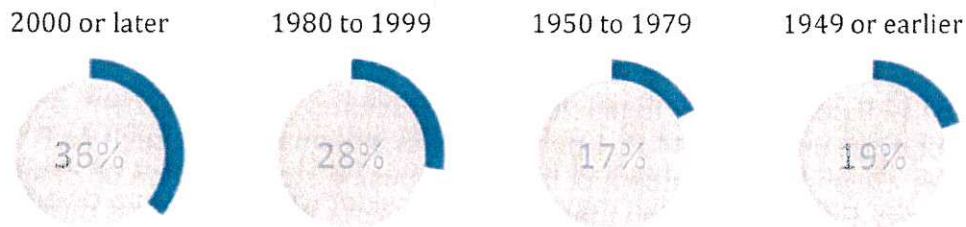


1999, and 38 percent were built in the year 2000 or later. With 28 percent of the city's housing stock constructed before 1979, rehabilitation of older units could provide a reasonable source for safe, decent and affordable units.

Owner-Occupied Housing Units by Year Built



Renter-Occupied Housing Units by Year Built



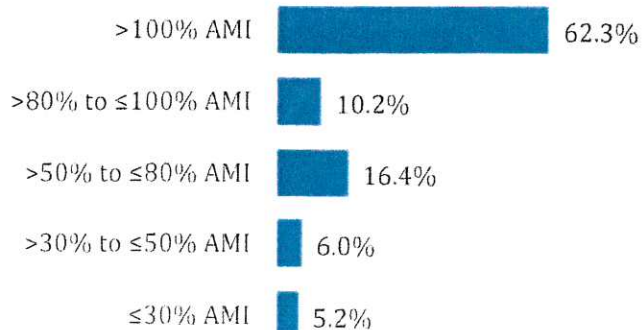
Household Income & Needs

The median household income in Providence, Utah is \$60,467, which is \$4,767 above the area median income (AMI) for Cache County (\$55,700). Given these figures, 5.2 percent of the households in Providence, Utah earn less than or equal to 30 percent of AMI, 6 percent earn between

30 and 50 percent of AMI, 16.4 percent earn between 51 and 80 percent of AMI, 10.2 percent earn between 81 and 100 percent of AMI, and 62.3 percent earn more than 100 percent of AMI.

Households that earn a moderate income (80 percent of AMI) or less make

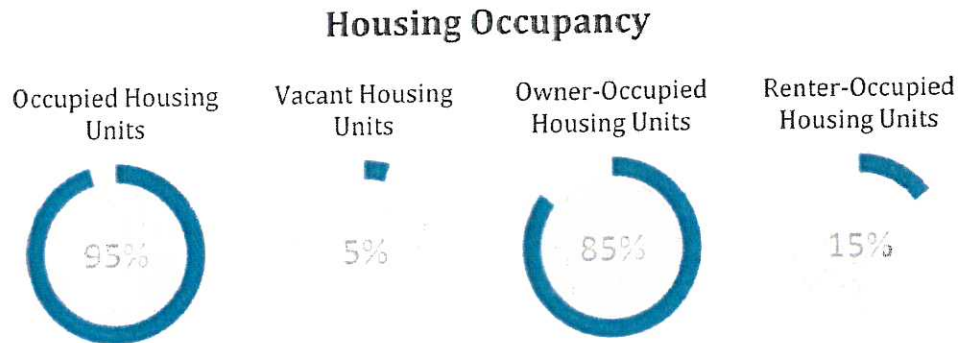
Households by Income Level (Present)



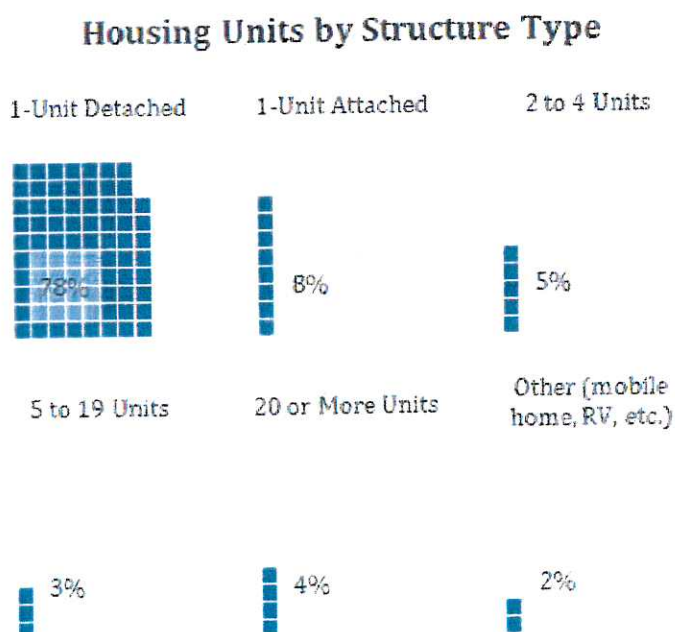
A. PROVIDENCE CITY AFFORDABLE HOUSING NEEDS ASSESSMENT

Housing Stock

As of the 2010 U.S. Census, there were 2282 housing units in Providence, Utah. Of those units, 2174 (95.3 percent) are occupied and 108 (4.7 percent) are vacant. Owner-occupied units make up the majority (85.3 percent) of the city's housing stock, while renter-occupied units account for 14.7 percent of the city's housing stock.



Providence, Utah's housing stock consists of 1662 (78 percent) single-unit detached homes, 170 (8 percent) single-unit attached homes, 113 (5.3 percent) two- to four-unit structures, 61 (2.9 percent) five- to nineteen-unit structures, 80 (3.8 percent) structures with twenty or more units, and 44 (2.1 percent) other structure types, such as RVs and mobile homes. Given that 78 percent of the city's housing stock is made up single-unit detached homes, Providence, Utah may want to consider whether a more diversified housing stock would benefit current and future residents.



In terms of unit size, Providence, Utah's housing stock consists of 0 units with no bedrooms, 18 units with one bedroom, 225 units with two bedrooms, and 1771 units with three or more bedrooms.

An assessment of structure age can, in some cases, reveal whether there is a need for housing rehabilitation. In Providence, Utah, 9.9 percent of residential structures were built in 1949 or earlier, 21.9 percent were built between 1950 and 1979, 29.9 percent were built between 1980 and

Utah Code 10-9-307 amended in 2002 states:

10-9-307. Plans for moderate income housing. (1) The availability of moderate income housing is an issue of statewide concern. To this end:

(a) municipalities should afford a reasonable opportunity for a variety of housing, including moderate income housing, to meet the needs of people desiring to live there; and

(b) moderate income housing should be encouraged to allow persons with moderate incomes to benefit from and to fully participate in all aspects of neighborhood and community life.

(2)(a) "moderate income housing" means housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income of the metropolitan statistical area for households of the same size.

Principles

Provide opportunities to develop moderate income housing by utilizing high density single-family, multi-family zones, and overlay zones.

Provide and utilize density credits to allow for higher densities while maintaining open space.

Consider higher density zoning districts in areas with existing infrastructure to minimize development costs.

Consider mixed use (density) overlay zoning districts to encourage development in areas with existing infrastructure.

Master Plan Directive

Planning housing opportunities for all people, regardless of income level, while maintaining the aesthetic qualities and public service levels Providence residents currently enjoy is an important part of the Master Plan. Current zoning districts allow for single-family lots as small as 6,000 sq. feet with minimum frontages of 60 feet and multi-family structures to allow development to maximize the return of infrastructure expense.

It is the goal of this directive to enforce and develop City Code requirements for property maintenance to ensure well maintained properties, regardless of housing value. Thus keeping with the zoning principles to "protect and promote the health, safety, order, prosperity, and general welfare of the present and future inhabitants of the City."

It is required that the median income and percentage of dwelling units that qualify as moderate income housing be reviewed every two (2) years.

TRANSPORTATION CORRIDORS

Including: Roads, Streets, Alternate Transportation Systems

BACKGROUND:

Road/street planning in Providence was aided by passage of the subdivision ordinances, which require consistent types of streets throughout the City. Planning Commissions and City Councils have revised and modified the street ordinances in attempts to better meet changing conditions.



The City currently has three types of streets:

1. **Feeder Street:** A street which carries traffic to a collector street system and shall have a designated right of way of fifty-six feet (56'). Except when used in a cul-de-sac, feeder streets shall not exceed 350' in length and shall not be adjacent to more than eight (8) lots.
2. **Collector Street:** A street which carries traffic to the major street system, and shall have a right of way of sixty-six feet (66').
3. **Major Street:** A street which serves as a major traffic way, a controlled-access highway, major street parkway, or other equivalent term to identify those streets comprising the basic structure of the street plan, and shall have a designated right of way of eighty feet (80').
Private streets are allowed; but must be built to the above standards.

In June 2007 Providence City increased the minimum park strip width to six feet (6'). Thus enabling a greater variety of street trees to be appropriately placed, provide a greater distance between pedestrian and vehicle, and assist in snow removal and storage. It also has the effect of traffic calming (creating a sense of need for slower speed on a narrower pavement section).

As development plans are reviewed, those involved in the review and approval processes rely on the Utah Code, the Manual for Uniform Traffic Control Devices (MUTCD), the City Code, the Public Works Standards and Specifications Manual, and any other applicable codes and/or standards.

The City code requires connectivity of new streets with existing streets and that the arrangement of streets in new developments provide for the continuation of streets to adjoining undeveloped areas. Because connectivity throughout the City is important, the use of cul-de-sacs should be limited. The City Code defines a cul-de-sac as: A street having one open end and being terminated at the other end by a vehicular turnaround; and shall not exceed 600' in length. A connector street shall be used if the cul-de-sac contains sixteen (16) or more lots. A feeder street may be used in a cul-de-sac containing fifteen (15) lots or less.

Providence City is a member of the Cache Metropolitan Planning Organization (CMPO); as a member of that body, the City is involved in transportation planning at a countywide level. Proposed corridors and layout from the countywide plan have been incorporated into the City's plan.

Providence City has one State road, SR165; and one County road (CR238) within the City's boundaries.

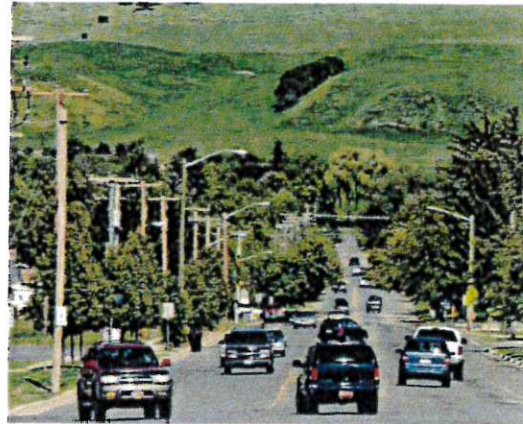
PRINCIPLES:

Provide safe, flexible, and accessible transportation corridors throughout the City.

Integrate alternative means of transportation, including public transportation, pedestrian travel, and bicycle friendly routes.

TRANSPORTATION PLAN DIRECTIVE:

Planning for transportation is an integral part of the community General Plan. Safe and efficient transportation corridors are important to the economy of the city and the well-being of its citizens. Corridors should maximize the potential for life safety, consider the needs of vehicle, pedestrian, and alternate transportation means, and add aesthetic value to neighborhoods, commercial areas, and industrial/manufacturing areas. Current vehicular routing problems must be resolved. Future needs, including alternative transportation systems, must be considered.



Sheet No. 1 Transportation Corridor Plan indicates general locations where major transportation corridors may be placed to provide adequate ingress/egress and access throughout Providence. Minor deviation in placement of these corridors is anticipated inasmuch as the specific route illustrated may be unobtainable. The map suggests an appropriate right-of-way section for each corridor. Redundant accesses should be provided for new subdivisions which will reduce the traffic through the downtown area. Coordination of future streets with the Cache Metropolitan Planning Organization (CMPO) plan is advised. Coordination with adjacent cities is vital to implement a traffic corridor which will reduce the already impacted Highways 89-91 and 165 (Logan Main Street) The City should consider means to obtain rights-of-way for the proposed roads as funds permit. Negotiation, and eminent domain, if required, may be used as a last resort to implement the concepts of the Transportation Plan.

Alternative transportation systems must be considered for both existing corridors as well as new developments. Alternative systems include, but are not limited to: accessible pedestrian walkways, Urban Trails (discussed elsewhere in the General Plan), bike paths, and public transit.

It is the intent of the Transportation Plan that the Planning Commission recommend the final location of proposed corridors in harmony with the guidelines stated herein.

CURRENT CONCERNS INCLUDE:East Benches:

Growth in Providence has occurred along the east bench areas. Traffic from the north bench area is funneled onto Center Street through the downtown area, creating safety concerns, and potential for congestion. Prior to the construction of 1000 South, Canyon road had been the traditional conduit for much of the south bench also funneling traffic to the downtown area.

Areas with Limited Ingress and Egress:

Areas of Providence have been developed with limited access, generally having only one street. The interests of safety and convenience suggest that good planning will address multiple accesses to all areas of Providence. To provide connectivity, the use of cul-de-sacs should be limited.

Alternative Transportation Systems:

Investigation of alternate means of transportation is important. Bus, light rail, bike paths, walking paths are an important part of transportation issues. The City will work with the CMPO and Cache Valley Transit District (CVTD) to coordinate alternative transportation systems.

Variations/exceptions from the ordinances:

At times, deviation from the ordinances have led to less than desirable outcomes relative to walks, park strips, curb and gutter placement, and storm water control, which deviated from the standards included in the ordinances and Public Works Standards and Specifications Manual.

Conformance to the intent of the ordinance is vital. Deviations should not be allowed for the convenience of a developer. However, creative concepts that work within the ordinances are encouraged when applied to entire developments.

Future growth will compound these problems. Creative and careful planning is needed to anticipate transportation needs in advance of newly developing areas.

FUTURE NEEDS:

- A capital facilities plan for transportation corridors should be drafted, along with updating the 1997 Impact Fee Analysis.
- Commercial and Downtown Area:
 - Continuation of Gateway Dr to 300 South and beyond will aid the commercial area.
 - Improve intersection at 100 North and 200 West.
 - Extend 330 West from 700 South north to 100 South.
 - Continue 100 South from 200 West to Highway 165.
 - Improve the 200 West and 100 South intersection.
 - In the Downtown Area, each street has been considered and should be improved in accordance with the Downtown Street Cross-Sections. In general sidewalks will be placed at the property line; however, in areas with existing sidewalk, new sidewalk will be placed to allow a smooth transition. Curb, gutter, and asphalt width will be installed in accordance with the Downtown Street Cross-Sections.
 - Extend Main Street to Millville 200 East.
 - Upgrade 300 South from 100 East moving west to 200 West.
 - Align the intersection or consider roundabout at 200 West and 300 South.
- Northeast Area:
 - Routing traffic north on 300 East should be a top priority.
 - Improve 300 East from 100 North to 200 North.
 - Development of 200 North east and west is one of the best immediate solutions. Long range solutions are through land not yet annexed to the city
 - Improve the 200 North and 300 East intersection.
 - Improve 200 North from 400 East to 300 East.
 - Improve 400 East from Center Street to Spring Creek Parkway.
 - Improve 100 North to 400 East



- Connecting the area of 500 North to Spring Creek Parkway will help with east/west traffic flow concerns in the north.
- Upgrade/build Spring Creek Parkway from Gateway Drive going east to future bench corridor.
- East Bench Connectivity:
 - A bench corridor, near the power lines, not only incorporates the CMPO plan for multi-city connectivity, but also allows bench traffic to travel north/south without impacting the lower downtown neighborhoods.
- Southeast Area:
 - Improve 100 East from to 300 South to Canyon Road.
 - On April 22, 2008, the Providence City Council approved Resolution 08-006 a resolution establishing guidelines for the right-of-way for Canyon Road and 400 East between Canyon Road and the City's south Boundary line.
 - Eliminate extending Cove Street to Canyon Road.
 - Upgrade Canyon Road from Spring Creek Road to Providence Canyon.
 - Construct path along Canyon Road.
 - Continues 500 East to continue from Canyon Road to 1000 South.
 - Extend 600 East from 1000 South to Hillsborough.
 - Connect Hillsborough to Hidden View.
 - Improve 400 East from Canyon Road to Millville city limits.
 - Continue 300 East, at approximately 870 South, south as a complying paved road.



Water System

Background

Drilled wells, along with Spring Creek flow from Providence Canyon provides a water supply that is clean, desirable, and sufficient for City needs. Maintenance and upgrade of the water system is a large part of city expenditures.

Principles

- Maintain a water supply that is clean, pure and cold.
- Provide additional water sources needed for present and future growth.
- Manage growth according to the availability of water sources and capabilities to distribute.
- Conserve water resources by development of a secondary pressurized water system.

Master Plan Directive

Providing an adequate and clean drinking water supply for city residents has been, and still is, among the top priorities of the city council and administration. As new developments occur, and as Providence lands are filled with new homes and landscaping, the need for new water sources, storage capacity, and distribution for the water system must proceed in an orderly and functional manner.

Current concerns include:

1) High Water Usage

Culinary water usage is very high in the summer due primarily to outside irrigation. Land being annexed into the city which was previously flood irrigated now requires culinary water.

Zone 1 - downtown - 36% more than indoor use

Zone 2 - lower bench - 63% more than indoor use

Zone 3 - upper bench - same as indoor use

2) Storage

The downtown area needs additional capacity - the demand is growing. Present storage does not provide adequate recovery. Eck Reservoir does not have capacity to service the downtown, supply storage, and feed the pump when water is being relayed to upper tanks.

Water System cont'd

Future Needs:

1) Secondary Water System

Initially, a feasibility study is needed to evaluate the potential for development of a city-wide pressurized secondary water system for use by all residences and businesses.

A secondary water system is the long range solution to relief on the demand for high quality culinary water. In 2008 the sewer system will be paid for. Plans need to be started now to make a secondary system a reality.

This project will need to be sold to the public at large, convincing them that the system is the proper solution. This may include using City-owned water shares and/or financial assistance. This needs to be done in such a way that city administration is not criticized for allowing too rapid growth.

Subdivisions must include the installation of future-use secondary water pipes (stub-in). In areas where there are water shares that cannot be utilized by the city, developers should be required to develop secondary water systems. This should occur immediately since water supply and

utilization are a present concern. The city must continue their present implementation of secondary water use for parks and the cemetery. Since multi-family projects will include open space within the developments, the city must now require that secondary water systems be installed in all such developments.

Education of secondary water users to more efficiently manage the water resources must be part of the development of secondary water systems.

2) Storage

Solutions to the storage concerns include:

- Bring a new well on-line in 2000
- Add a new 1.5 million gallon tank at Eck tank location or further north at the same elevation.
- Upgrade the booster pumps at Eck tank.
- Add booster pumps at Redds tank to pump water to Combs Flat tank..

3) Water Projects

- Pump station and dedicated water line to Eck tank from well on 400 South Main (2000-2001)
- Well on 100 East and 200 North.
- Develop and adopt a water rate plan to encourage conservation
- Construct a 1.5 million gallon tank on the Eck tank property or in the northeast part of the City.

Water System cont'd

- Upgrade the capacity of the pumps at Eck tank and water line to pump water to the tanks at the mouth of the Canyon concurrent with new tank.
- Identify and develop a secondary water source to irrigate the cemetery. Expand use of well to water cemetery.
- Install pumps to use secondary water to irrigate Zollinger Park, the middle school, and future rec area at church property west of the middle school.
- Install pumps to use secondary water for new park north of post office.
- Encourage development to irrigate yards with secondary water.
- Continue to upgrade the distribution lines and fire protection in the downtown area.
- Assure that all new buildings and subdivisions have installed electronically-read water meters.
- Replace existing water meters with electronically-read water meters (100-200 meters per year).
- Study ways to reduce the use of culinary water for irrigation, including

incentives for use of secondary water, neighborhood storage areas of secondary water, lease of city owned shares to individuals or neighborhoods interested in using accessible secondary water.

- Upgrade the telemetry system to monitor and control the water and sewer system at a central location.
- Acquire additional water rights to Broadhollow Spring (define location) and provide capability to use water.
- Adjust water rates consistent with need for additional FTE required to maintain system.

4) Storm Water Secondary System

Investigate and incorporate storm water as a source to supplement secondary water needs.

Storm Drainage

Background

Storm water has historically been directed to available bodies of water for disposal. New regulations direct how to dispose of run-off water. The long-term environmental solution may well be development of a storm disposal system.

In the interim, the most easily obtained means of control is through on-site retention.

Principles

- Direct developments to provide on-site water retention according to federal and state standards.
- Investigate and incorporate long-range solutions as law requires and as funds permit.

Master Plan Directive

Current concerns include:

- 1) Ground Water Pollution
Water sumps should be carefully engineered to minimize impact on ground water resources.
- 2) Stream Protection
Protect streams and riparian areas where the potential for contamination exists.

Future Needs:

- 1) Storm Water System
Investigate and incorporate long-range solutions as law requires and as funds permit.
- 2) Storm Water Secondary System
Investigate and incorporate storm water as a source to supplement secondary water needs (Grey water system).

3) Stream Protection

Investigate and incorporate water cleansing systems where drainage enters streams.

Protect riparian areas from encroachment of development and subsequent drainage problems.

4) Ground Water Protection

The eventual elimination of sumps should be part of the equation of providing a storm drainage system.

Sewer System

Background

Providence has, since its beginnings relied on septic systems for sewage disposal until the early 1990's when a sewer system was installed in cooperation with Logan City. Installation of the system resolved issues of seepage and ground water contamination.

Principles

- Maintain a sewer disposal system that is efficient, economical, and sanitary.
- Provide extensions as needed for present and future growth.
- Manage growth according to the availability of system capacities.
- Minimize problems with system by education of public.

Master Plan Directive

Providing an up to date, efficient waste disposal system for city residents must be among the top priorities of the city council and administration. As new developments occur, and as Providence lands are filled with new habitable structures the need for expanded waste disposal services will increase. Proper engineering of waste disposal systems must proceed in an orderly and functional manner.

Current Concerns include:

1) Development Costs

Current policy of participation in development costs with no viable means of recouping investment.

Future Needs:

1) Development Costs

Participation in development costs must provide Providence a tangible return on the city's investment.

2) South Bench

Sewer must be expanded to include development in this area.

3) North Boundary

Sewer should be planned eastward from Spring Creek Parkway to accommodate future growth.

- 4) Commercial Area
Sewer expansion should parallel Highway 165 as far west as the annexation declaration will allow, with a 'T', and metering station at 1200 South.
- 5) Staff
An additional public works employee needs to be certified as a sewer operator.
- 6) Future Development
 - Require connection to sewer within 300 feet of a property.
 - Extend the sewer on 100 South from 200 West to Hwy 165.
 - Extend the sewer on 400 east to Hillsborough.
 - Extend the sewer to the south end of 300 East.
 - Coordinate extension of 1000 South with future Millville system.
- 7) System Sharing
 - Consider a system shared with Millville and Nibley.

Zoning

Background

A zoning ordinance was prepared and approved by the city council in 1991. Although eight zones were approved, most of the city was zoned 'R1' for 'single family residential', and 'A' for 'agricultural'. In the late 1980's the first 'R2', 'single family 10,000 sf lot', was approved. In 1996 the Utah State Legislature passed the 'Affordable Housing Bill #295, effective 1998, requiring each jurisdiction to provide their share of affordable housing. In order to meet this requirement a new use chart providing additional zones was adopted in 1999. Smaller lot size in single family, multi-family, and commercial zones were part of this latest modification.

Principles

- Protect and promote the health, safety, order, prosperity, and general welfare of the present and future inhabitants of the City.
- Protect life and property from natural hazards, and assure efficient and safe traffic movement.
- Conserve the value and integrity of rural residential neighborhoods, assure orderly growth, preserve culturally and historically important sites and landmarks, encourage good visual quality, and high aesthetic standards.
- Efficiently utilize and conserve the City's resources.
- Encourage attractive and functional commercial centers, and increase and stabilize the local tax base.

Master Plan Directive

The major goal of master plan zoning is to propose the direction in which the remaining areas of the city should develop. The city has accepted its responsibility for affordable housing by upgrading the use chart to include higher density zones. These zones should generally be on the perimeter of the city with good access to major roads without going through the core of the city. Zoning limits the number of houses per acre and allows for flexible development concepts.

The property along Highway 165 and the northwest part of Providence must be limited to commercial development. Development should consist mostly of retail sales to allow an increase in the city tax base. Commercial development outside of the mixed use district should have at least 30% green space to preserve the open and green character of the city. (Res 09-035 12/08/2009)

Zoning Cont'd

No building construction should be considered above the deer fence.

Flexible planning concepts should be incorporated into the zoning ordinances allowing the city greater opportunity to create neighborhoods consistent with the Master Plan principles.

Current concerns include:

- 1) 1999 Use Chart
The master plan does not currently display the desirable areas for the new zones.
- 2) Zoning ordinance need further coordination and clarification, including:
performance based zoning criteria.
- 3) The new use chart may allow too many small lots.

Future Needs:

- 1) Residential
Planning for safe neighborhoods.
Planning neighborhoods consistent with Master Plan principle.
- 2) Commercial
Consider neighborhood commercial at 8th south and 10th east, 3rd north and 1st east.
Offer incentives for retail development.
Development pays up-front cost.
- 3) Annexation
Preserve and protect annexation declaration. Include Theurer property at southwest, and Celco property at southeast bench. Also include all properties south of Oliver Low's to USU property and west side of Hwy 165, and

1 DECEMBER 2000

Residential Development

Background

Residential development and its condition are of paramount importance to a community's well being and sense of identity. The prevalent housing type gives a community its sense of resident character. Providence City enjoys a broad mix of different housing types. The Residential Development within the City includes a wide range and variety of housing types, styles and price ranges. Future development trends will witness an increase in demand along with an associated decrease in affordability. Land prices, building costs and planning policies will play major roles in determining the amount, style, and quality of future residential development in Providence City.

Principles

- New residential development should be developed based on density and include mixed residential uses.
- Open space shall be included as part of the overall Density of new residential development.
- Sensitive areas (faults, slope, wetlands, flood plains, storm water and other areas) should be identified and residential development should be limited within these areas.
- New residential development should increase mobility and connectivity of the City's overall transportation system.
- New residential development should provide design for pedestrian-friendly development.
- New residential development should include all necessary public and private utilities.
- Residential development should not be encouraged within the major utilities easement on the east bench of the City.

Master Plan Directive

Residential neighborhoods are very important to Providence City residents. Safety and aesthetics are important objectives in any new residential development. While most of Providence City's future population will want and can afford single family housing, a substantial number will either want housing options that requires less maintenance and upkeep, or need housing that is more affordable to own or rent.

Providence City has a very unique set of different residential areas within the community. The following are the different residential areas of the community:

Residential Development cont'd

- Historical Providence City
- East Bench Development
- West Providence Development
- New Annexation Areas

The map on the following page shows these different areas within the community.

Historical Providence City – This is an area of Providence City which includes the original platted area of the community and the adjacent residential areas that have been developed over the years. Much of this area is defined by the historical platting that is common to most of the older communities in Utah. The City blocks were originally platted as a standard 660 feet by 660 feet block with six 1.33 acre lots.

Over the years the parcels in these blocks have been subdivided along the frontage creating fairly large undeveloped interblock areas. The development of these interblock areas has become increase issue of preserving the historical feel of the area of Providence City.

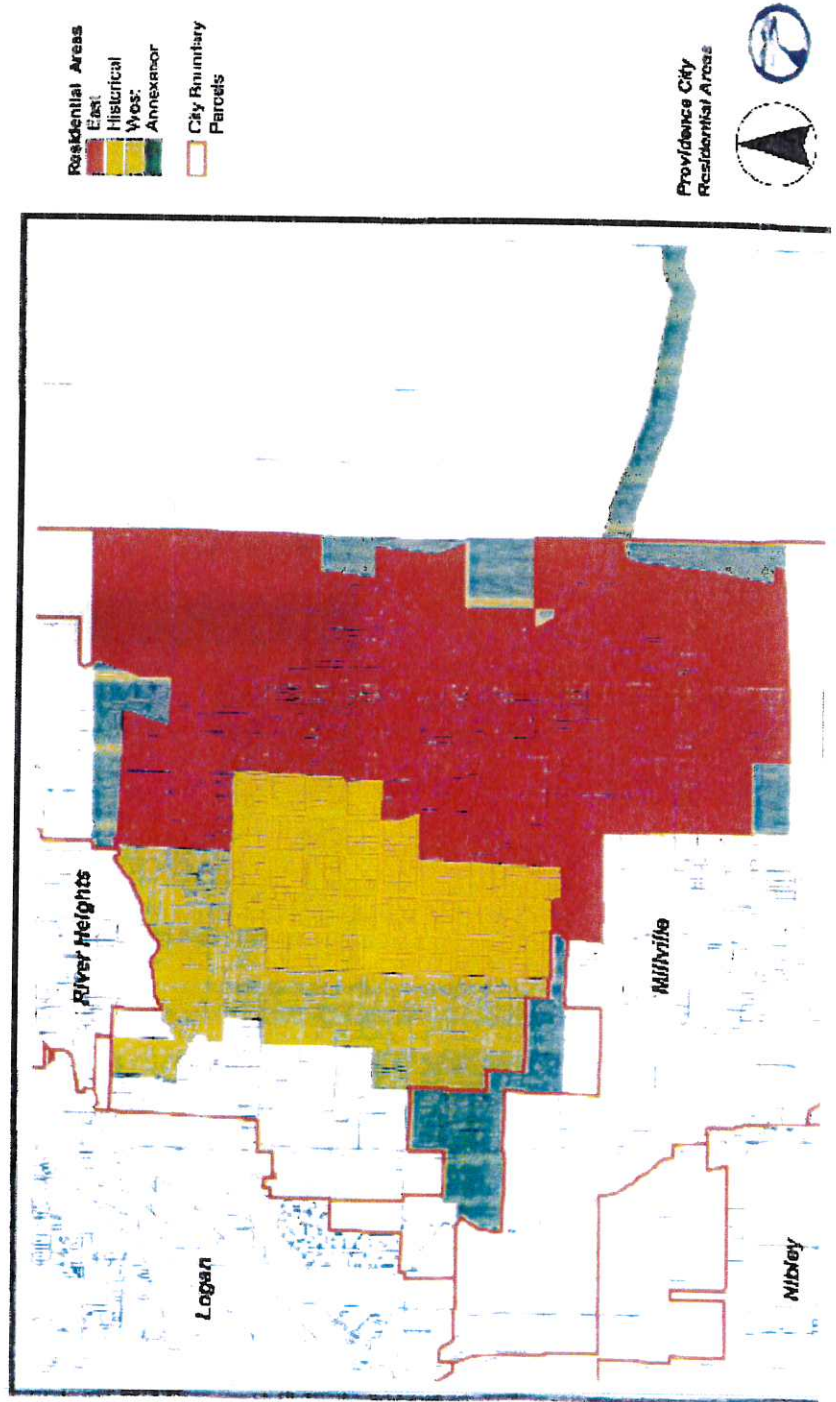
East Bench Development – Is an area where fairly recent residential development has taken place. Generally, the subdivision within this area is identified as an area of very high end single family housing development.

Some of issues facing the residential development within these areas is the lack multiple access to the area. Much of the potential lands that could annex into the City are located next to these areas.

West Providence Development – This area is also a new developing area of residential development within the City. This area is adjacent to the new and expanding commercial areas.

As the commercial area of Providence continues to experience growth the conflict between residential and commercial uses in this area will increase between these two land uses. These conflicts can be dealt with and mitigate by the use of design guidelines.

Front of Residential Area Map



Residential Development cont'd

New Annexation Areas – These are areas that are included in the City's Annexation Policy Plan and proposed to be annexed. Most of these areas will be annexed into the City as a residential area.

Housing Inventory

The housing stock in Providence City is primarily single-family homes. In the last few years a number of multi family dwelling units have been built within the City.

The age of the housing stock also tells a lot about a community. The housing units within Providence City are fairly mixed age group. Twenty percent (20 %) of the housing stock within the community is fifty years and older. These structures are considered to be historically significant. Sixty six percent (66 %) of the housing stock is less than thirty years old. The Table below shows the age breakdown of residential housing for the Providence City.

Age Housing	Providence City	Percent
1939 or earlier	144	7.3 %
1940 to 1949	119	6.0 %
1950 to 1959	136	6.9 %
1960 to 1969	261	13.2 %
1970 to 1979	202	10.2 %
1980 to 1989	95	4.8 %
1990 to 2000 March	226	11.5 %
2000 to 2007	788	40.0 %
Median Home Age (yrs)	19.9	~
Total Units	1971	100.0 %

Source: US Census Bureau, 2000 Census

Since the 2000 Census forty percent (40 %) of the City's housing stock has been newly built. Over the next 20 years the number of housing units that will be older than fifty years will increase by fifteen percent (15 %). This will mean the housing stock will become older and will place increasing demands on the housing needs of the community.

The occupancy of the housing is primarily made up of owner occupied residential units. The owner occupied housing makes up 89 percent of the housing stock within Providence City in 2000. A number of rental occupied units have been developed since the 2000 census which has increased the number of renter occupied dwelling units within the City.

Residential Development cont'd

Residential vacancy rates in Providence City have fluctuated over the years. The U.S. Census Report for 2000 shows a city wide vacancy rate for all housing units to be a very low 3.24 %. The 2000 residential vacancy rate for Cache County is much higher at 6.2 %. The table below illustrates Providence's growth in total housing units and vacancy rates for 2000 Census.

	Providence City	Cache County
Home Owned	88.87 %	64.6 %
Homes Rented	7.89 %	35.4 %
Housing Vacant	3.24 %	6.2 %

Source: US Census Bureau, 2000 Census

Housing Affordability

The median value for all owner-occupied housing, including single family dwellings is \$191,900. The value of a single family dwelling unit within Providence appreciates at a rate of about 6.31 % annually. The table below shows the difference of home values within Cache County and Providence

	Providence City	Cache County
Median Home Cost	\$ 191,900	\$ 131,800
Apartment Rent	\$ 594	\$ 509

Source: US Census Bureau, 2000 Census

Housing Condition

The condition of the housing stock of a community is a good indicator of the health of the community. The Bear River Association of Governments (BRAG) conducted a comprehensive housing condition survey, using federal Housing and Urban Development guidelines, was conducted by Bear River Association of Governments (BRAG) in 1994 and 2005. The over all condition of the housing stock within the Providence City is considered to be acceptable. The number of housing units that are considered to be deteriorated or dilapidated decreased by 7 units in 2005. There were no housing units in the 2005 survey the fell into the dilapidated category. The table below shows the result of the BRAG 1994 and 2005 Housing Survey.

Residential Development cont'd

Providence City Housing Quality

	1994	2005
Acceptable	796	1,192
Deteriorated	80	77
Dilapidated	4	0
Total Units	956	1269

Source: BRAG Housing Survey, 1994 and 2005

EXISTING RESIDENTIAL ZONING

Balancing the desires and needs of all residents will be a challenge as future residential areas are developed. Providence's past zoning pattern has separated neighborhoods by lot size and housing types such that neighborhoods are almost entirely of one uniform lot size in single family areas, and higher density housing has been zoned to be separate from single family housing areas. Traditional Zoning segregates uses, lot sizes, and housing types.

Traditional Residential Composition

Historically, neighborhoods within Providence City have grown with a mix of housing sizes, sometimes a mix of lots sizes or even an occasional mother-in-law apartment or duplex mixed into a single-family neighborhood. More recently, neighborhoods have become much more homogeneous, with subdivisions providing lot sizes that are uniform, with smaller lots in other subdivisions.

Conventional Minimum Lot Size Standard

This system is based on regulations that set a minimum size standard for lots, such as "the minimum lot size is 10,000 square feet. Developers responding to a minimum size standard typically establish all lots in a subdivision as close as possible to the minimum; this approach will yield the most lots and thus maximize return on investment. This system has the advantage of helping to ensure a protection of property values within a neighborhood.

Residential Development cont'd

In a system that encourages uniform lots, neighborhoods are composed largely of people in the same stage of life; there is little age diversity in a neighborhood. The functional consequence is that, as a family's children leave the house and a couple seeks to downsize, they must leave their long-time neighborhood. Downsizing may mean that longtime neighborhood relationships are lost and the couple may live within a different church boundary. According to the American Association of Retired Persons, 86% of older Americans prefer to remain in their current neighborhood after they retire and 65% have lived in the same community for more than 20 years.

Alternative Households Per/Acre Standard

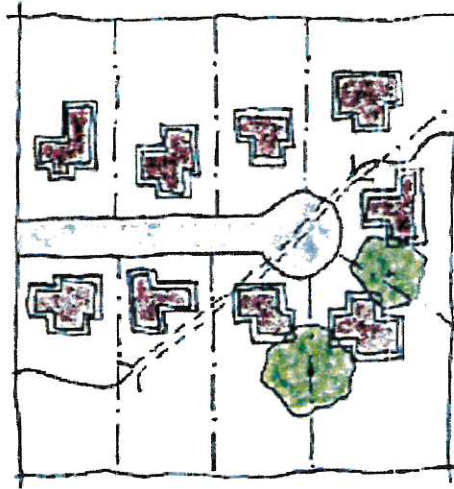
A household per acre standard is an alternative regulatory approach. If a 10 acre parcel could accommodate 40 units based on a 10,000 square foot minimum lot size, the alternative approach would establish a "4 units per acre" standard. Thus a developer could not build more than the 40 units, but would have flexibility to provide some larger lots and some smaller lots than 10,000 square feet. Using this approach, property values are maintained in three ways:

1. If a developer wants to build smaller lots, he must build corresponding larger lots - larger lots 'pay' for the smaller units,
2. An absolute minimum lots size or housing type standard is still specified to avoid extreme housing mixes. E.g., coupled with a 4 units per acre standard could be an absolute minimum lot size of 6,500 square feet or a standard set that duplexes will be allowed, but townhouses and stacked-unit condos will not be allowed.
3. For units that are smaller than the average size, e.g., lots that are 8,000 square feet, basic outward appearance standards may be attached to avoid homes that are visually dominated by protruding garage doors.

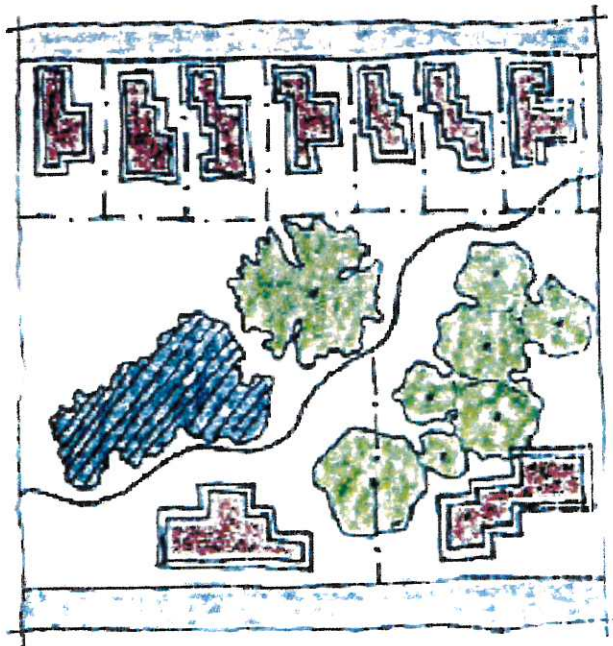
In this system, a developer could still build a uniform subdivision or could provide a mix of large and small lots with certain appearance assurances to maintain property values. This is not to say that large yards are discouraged, on the contrary, lot sizes and yards should be as flexible as possible to allow for greater affordability; thereby, increasing the percentage of residents that can enjoy homeownership and private yards. The following are examples of different subdivision designs:

Residential Development cont'd

Traditional Subdivision: with a minimum lot size standard, a homebuilder has a strong incentive to have all lots as close as possible to the minimum required size. This maximizes the # of homes.

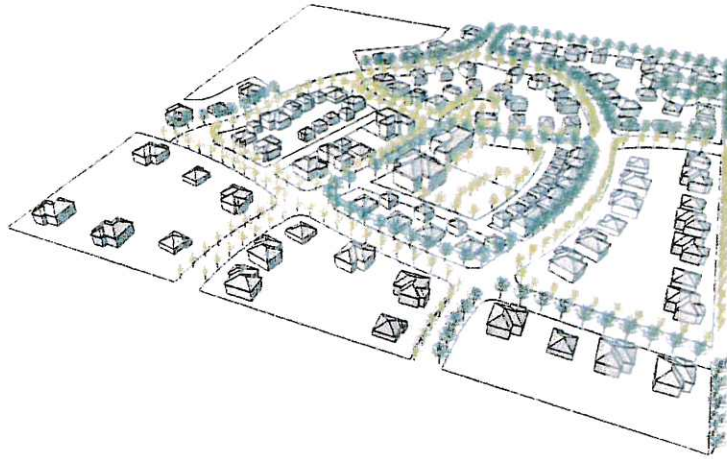


Alternative Subdivision: same # of units, flexible lot sizes determined by homebuilder based on expected wants and needs of housing consumers



Residential Development cont'd

“Performance Based” Subdivision: households per acre standard in which the homebuilder decided to provide a mix of lot sizes.



RESIDENTIAL DEVELOPMENT POLICY:

Maintain the Existing Traditional Residential Zones

The existing residential area should be maintained since much of these areas are currently developed with only a few remaining vacant parcels to be built out.

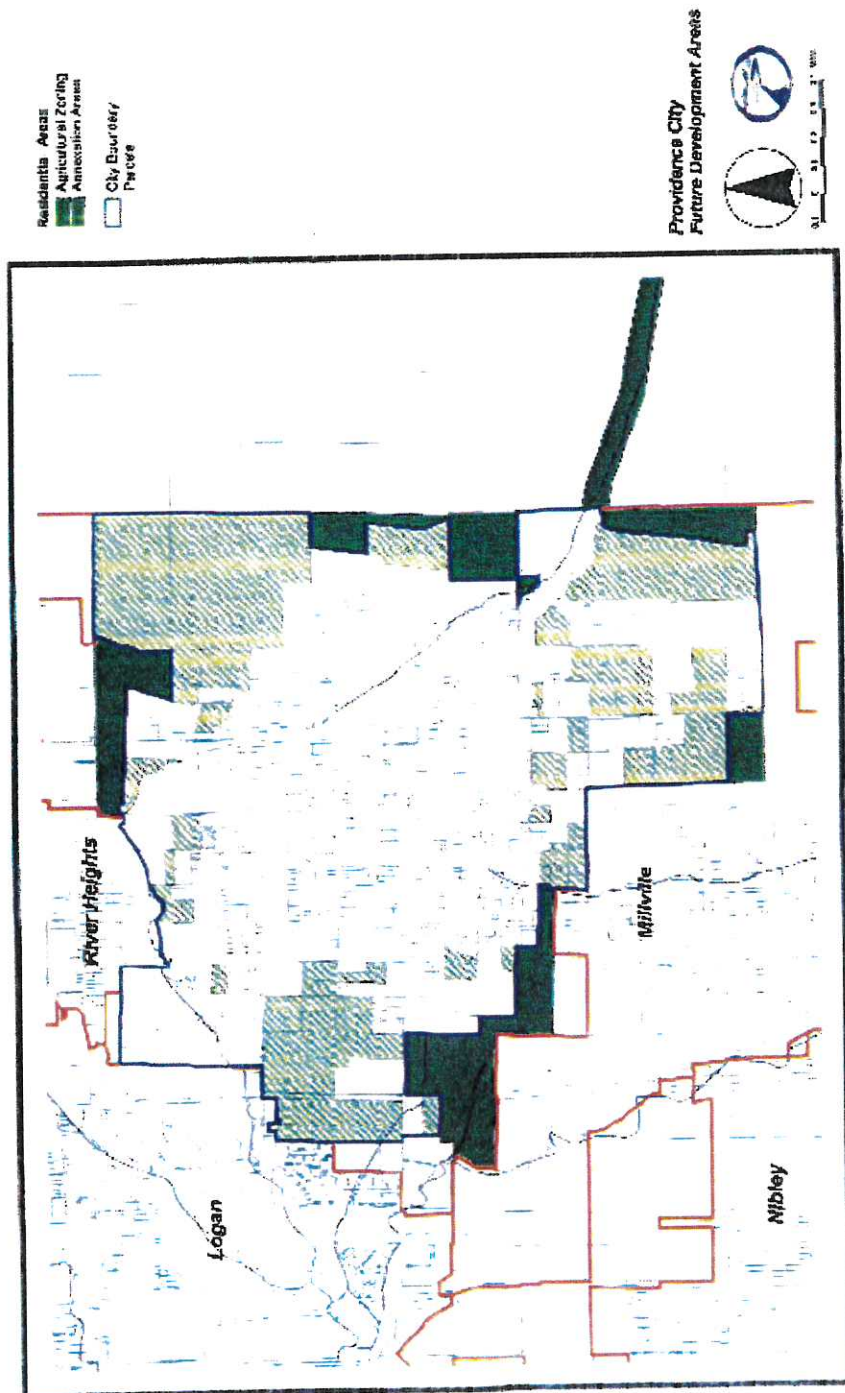
Adopt Performance Based Development Regulation

“Performance Based” zoning regulations defines acceptable levels of impact but leave to the creativity of the developments design to landowner or developer. Under a performance based system the overall density is regulated to control impacts. It will allow for a variety of housing types to be built within a given development.

Implementation

- Establish a Planned District Overlay developing a different zoning option to improve flexible development for new residential development areas and future annexation areas.(see Future Development Area Map).
- Single-Family Large (SFL) zoning and/or the Planned (P) zoning should be used for large rezones or annexations.
- Establish basic appearance standards for lots and housing types.

Front of Future Development Map



Design Review

Background

Providence has had no design review process, and in fact has only minimally needed such a process until now. Zoning ordinances have provided necessary limitations since Providence was primarily a bedroom community where the status quo of 12,000 square foot lots with 95 foot frontage was the norm. Desire for commercial development and resulting tax income, as well as unprecedented growth necessitate some controls to regulate and ensure that the Master Plan principles are followed.

Principles

- Commercial development shall be consistent with Providence's rural residential character.
- Preserve valued historic community assets.
- Establish design standards which are flexible but consistent with the context of Providence.

Master Plan Directive

Continuation of the community's rural character will require careful evaluation of proposed development. Preservation of valued historic community assets must also be incorporated into design standards and promoted in new development and construction. Promotion of commercial development compatible with Providence's residential character must be encouraged and directed by a design standard.

Current concerns include:

1) Quality Standards

No standards exist which will allow the principles of the Master Plan to be maintained.

Quality standards can be implemented with maximum flexibility while maintaining a consistent quality.

Planning Commission should immediately integrate a design standard as part of the zoning ordinance.

Quality standards may include natural features, cultural resources, open spaces, circulation systems, building design, and design of ancillary structures..

Future Needs:

1) Commercial

Buildings constructed in the Spring Creek commercial area have set a precedent of quality and design. The standard needs to be quantified and sustained.

Buildings should be oriented to pedestrians as much as to automobiles.

Parking should be subordinate to the streetscape, located between and behind buildings.

Human scale and visual interest must be considered.

2) Residential

Some form of design standard for residential construction should be implemented to improve the visual quality consistent with the principles of the master plan.

Preservation of neighborhood character.

3) Items Included

Items which may be included in the design review process may include, but not be limited to:

Protection of visual rights.

Protection from artificial light encroachment.

Protection of open space.

Protection of neighborhood character.

Protection of historic character.

4) Implementation

Providence has a unique historic architecture as represented in the earlier homes and buildings located within the city. A precedent has also been set consistent with the direction recommended by the Planning Commission and the Commercial Development Committee

relative to the commercial buildings recently constructed along Spring Creek Parkway.

An ordinance proposed by the Planning Commission and approved by City Council for commercial areas should include the following concepts:

Site Design -

- Protect views to the mountains.

- Provide positive enhancements to open space.

- Develop outdoor patios and courtyards.

 - Minimize the visual impacts of surface parking.

 - Screen street edges of parking areas.

 - Minimize the visual impact of utilitarian structures.

 - Orient new buildings to their lot lines , not at an angle.

 - Allow zero lot-line side yards in commercial areas to promote a 'streetscape' appearance.

Design Review cont'd

Building Design -

Require scale, mass and height of new buildings to harmonize with existing structures.

Require additions or modifications to existing buildings to preserve the character of the existing structure.

Require orientation and alignment of new structures to harmonize with existing structures.

Require materials and to be appropriate for the time period and architectural style of Providence.

Use of clay brick masonry is strongly encouraged.

Encourage the use of pitched roofs.

Encourage appropriate use of awnings, preferably of a matte finish, for existing and new buildings.

Lighting -

Provide lighting that is:

Unobtrusive. Consider that the light source should not be visible.

Use lighting:

To accent architectural details

To accent building entries.

To accent signs.

To illuminate sidewalks.

To enhance security.

An ordinance proposed by the Planning Commission and approved by City Council for residential areas should include the following concepts:

Site Design -

Protect views.

Provide positive enhancements to open space.

Develop outdoor patios and courtyards.

Minimize the visual impacts of surface parking
Maximize street trees.

Building Design -

Require scale, mass and height of new buildings to harmonize with existing adjacent structures.

Require additions or modifications to existing buildings to preserve the character of the existing structure.

Recommend that orientation and alignment of new structures to harmonize with existing structures.

Encourage the use of porches.

Design Review cont'd

Lighting -

Provide lighting that is:

Unobtrusive.

Consider that the light source should not be visible.

Lighting should not blind the public way.

Lighting should not intrude upon adjacent properties

Use lighting:

- To accent architectural details and entries.
- To illuminate sidewalks.
- To enhance security.

Fences -

Allow fences that:

- Do not visually block open space areas (setback).
- Enhance the quality of neighborhood.

Open Space

Background

As a rural community Providence historically has been a community with large areas of open space. Recent development has demonstrated that open space can disappear very quickly. Managed development must account for the communities open space needs through flexible and wise planning.

Principles

- Characterize the community by retaining the feel of open space.
- Provide open space to characterize Providence as a livable community.
- Ensure planning flexibility and quality control in consideration of open space..
- Continue the community's rural character.
- Create civic open spaces and safe, pedestrian-friendly streets.
- Develop schools, city center, parks, as centers of open space.
- Encourage preservation and management of open spaces.

Master Plan Directive

Ensure that new development contributes its share of open space to Providence's future by flexible planning concepts and adherence to the stated principles.

Current concerns include:

- 1) Existing open space
Must be groomed and maintained. Areas in disrepair should be encouraged to improve or cited.
- 2) Preservation of open space
Must be considered in tandem with developers needs.

Future Needs:

- 1) Preservation
Development concepts such as 'Bayhome', 'Coving', 'Subservient Easements', which preserve open space must be encouraged.
- 2) Grooming
Development of "Tree City" designation should be encouraged.

Urban Trails

Background

Trails have been indicated on the previous master plan, but have not been effectively pursued. Trail development has been very limited. Providence City has entered into an agreement with Utah State Wildlife Resources to limit the deer fence trail to a walking, bicycling trail only - no motorized vehicles.

Principles

- Preserve the rural character of Providence by providing trails for walking and biking.
- Assist the needs of transportation systems by enhancing use of urban trails.
- Integrate trails into natural settings, such as the Spring Creek corridor.

Master Plan Directive

The need for trails within the City will increase as development continues to absorb present open space. Transportation corridors, as well as Water Systems, Parks and Recreation, and other master planing concepts will benefit from development of trails.

Current concerns include:

- 1) Deer Fence
Protection of the 'deer fence' corridor should be maintained.
- 2) Urban Development
As the city becomes increasingly urban, opportunities to interact with nature become increasingly important. Trails should assist the needs of transportation corridors while protecting native wildlife, riparian areas, and open space.

Future Needs:

- 1) Trail development.
 - Spring Creek Riparian trail development.
 - Edgewood ravine cross trails.
 - Downtown connecting trails.
 - 100 North (Providence Lane) trail.
 - New unnamed trails.
- 2) Procurement
 - Provide off-road trails and canyon development.
 - Provide bicycle Paths for transportation and recreation.
- 3) Maintenance:
 - Maintain and improve public access to Spring Creek.
 - Maintain and improve public access to the Deer Fence Trail.
 - Consider Trails maintenance by volunteer/community groups.
- 4) Connections:
 - Trail from Logan to Blacksmith Fork Canyon.
 - Coordinate urban trails with surrounding communities.
- 5) Accessibility:
 - Trails should comply with accessibility guidelines where possible.

Parks and Recreation

Background

Providence City has a high commitment to the development of sports and recreation within the City. Parks are available for neighborhood gatherings, group and family reunions, and similar activities.

Principles

- Develop Providence City Parks as a vital contribution to a livable community.
- Develop parks as centers of community activity.
- Encourage preservation and management of open spaces.

Master Plan Directive

Providence City should actively pursue continued development of parks as places of open space and recreational opportunities throughout the city, through major parks, pocket parks, nature preserves, and open space within developments.

Current concerns include:

- 1) High Density Zones
Open space in high density zones is needed.
- 2) Neighborhood Parks
Development of neighborhood parks by acquisition or by cooperation with developments is needed
- 3) Sports Parks
Expansion of sports facilities is needed
- 4) Nature Parks
Development of nature parks should be considered in areas where this is a viable solution.

Future Needs:

- 1) High Density Zones
Recently enacted higher density zones must be accompanied by open space and areas where a sense of community can be fostered.
- 2) New Parks
Add neighborhood parks and pocket parks to various areas of the city.
Pursue larger available properties for major parks, using attached secondary water shares for irrigation.
- 3) Sports Parks
Development of Zollinger Park for additional soccer, baseball, and softball fields are needed to strengthen the current recreation program.
- 4) Nature Parks
Nature parks should be developed along Spring Creek, in the canyon, and in other identifiable locations where activities of walking, biking, and leisure time, may be enjoyed.
- 5) Recreation Center
Development of a community recreation center should be considered.
- 6) Reservations
Development of parks not requiring reservations for use should be considered.
- 7) Maintenance
A maintenance standard should be written, with a plan for funds to implement.

Wildlife

Background

Providence City has historically been a place of habitat for wildlife. Encroachment of development has diminished the habitat, resulting in fewer species remaining in the area.

Principles

- Continue the community's rural character.
- Preserve valued historic community assets.
- Encourage preservation and management of open spaces.

Master Plan Directive

Providence City should pursue preservation of wildlife while protecting both the citizenry and the wildlife

Current concerns include:

1) Deer in City

Although the presence of deer in the city is enjoyed by some, the deer present an increasing problem due to destruction of edible landscape.

2) Small Animals

Small animal wildlife is displaced as development encroaches into their habitat.

Future Needs:

1) High Bench

Encourage protection of high bench area for winter feeding range.

2) Deer Herd

Consider relocation of the deer herd as the compromise solution. Utah Wildlife Department and the city are working together to analyze the situation.

3) Protection

Protection of existing wildlife should be encouraged by the design

and selection of areas for open space, parks, trails, etc. that will allow both human and animal habitation to coexist.

Conclusion

Those who come after must acquire an understanding of the intent of this document. Confusion and poor judgements come from unclear statements and misinterpreted documents, as evidenced by past recommendations based on misinformation, or personal agenda.

Decisions based on the principles of the Master Plan will result in a community-based outcome. Decisions must be neither arbitrary nor based on the interests of the few.

The fundamental concepts expressed in the principle stated herein must direct future commissioners and councilors in their recommendations and decisions.

The zoning ordinance states that its purpose is to:

1. Protect and promote the health, safety, order, prosperity, and general welfare of the present and future inhabitants of the City. This includes regulation on the height and size of buildings, and other structures; percentage of lot that may be occupied, size of yards, courts, and other open spaces, density of population, and use of buildings, structures, and land for trade, industry, residence, or other purposes, and the landscaping thereof.
2. Protect life and property from natural hazards, and assure efficient and safe traffic movement.
3. Conserve the value and integrity of rural residential neighborhoods, assure orderly growth, preserve culturally and historically important sites and landmarks, encourage good visual quality, and high aesthetic standards, and efficiently utilize and conserve the City's resources.
4. To encourage attractive and functional commercial centers, and increase and stabilize the local tax base.
5. Promote the principles of the Master Plan.

Remember that *all* elements of good zoning and planning must work in harmony and be considered in tandem if the principles and goals of the Master Plan are to be realized.

We look to the future with anticipation that all involved will capture the vision of what Providence may become - *"A livable, sustainable community where all elements of the city reflect the communities aspirations for life, work, learning, play and growth."*

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PROVIDENCE CITY MASTER PLAN

SHEET No. 1

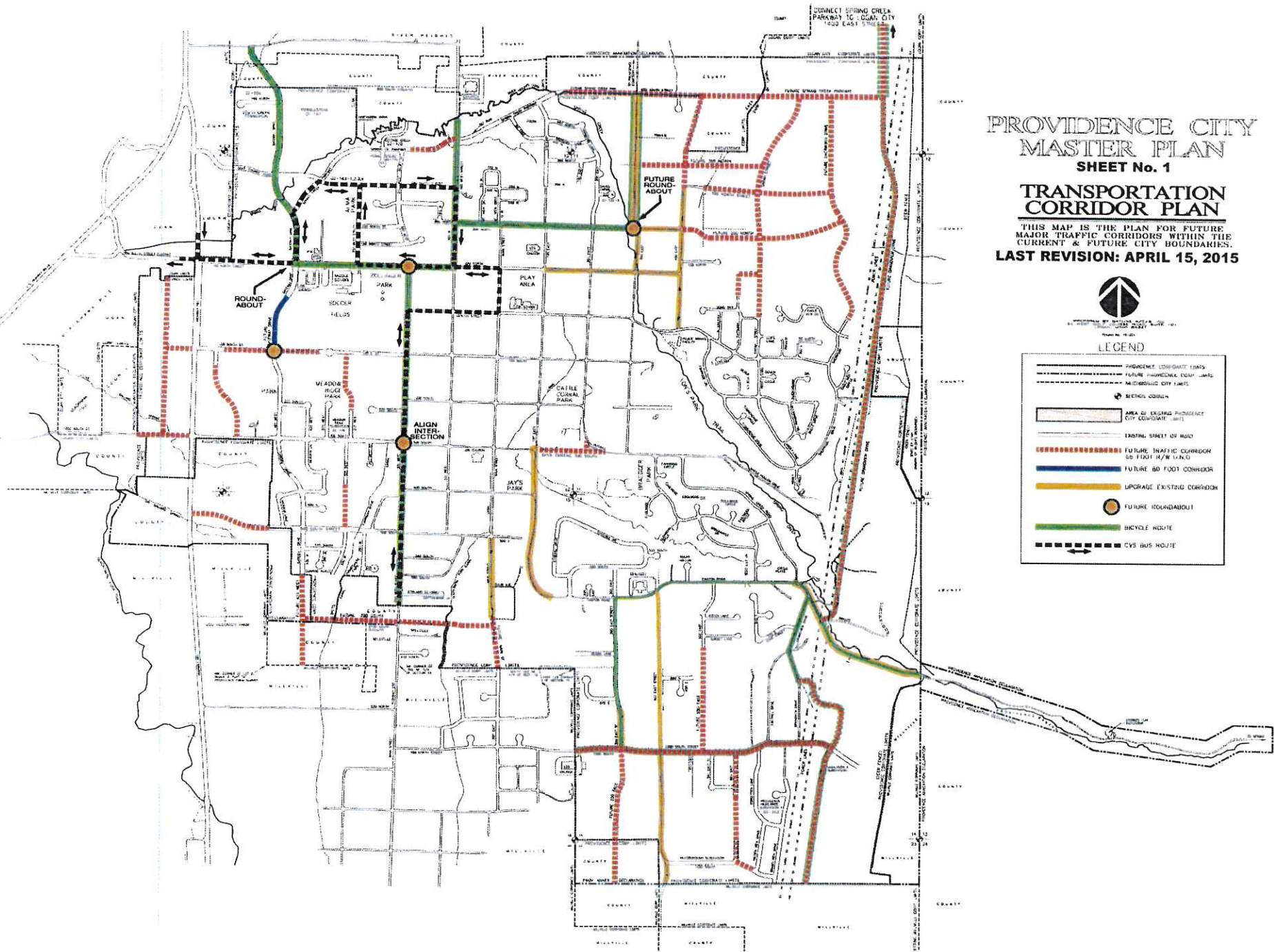
TRANSPORTATION CORRIDOR PLAN

THIS MAP IS THE PLAN FOR FUTURE
MAJOR TRAFFIC CORRIDORS WITHIN THE
CURRENT & FUTURE CITY BOUNDARIES.
LAST REVISION: APRIL 15, 2015



LEGEND

	EXISTING CORRIDOR LINES
	FUTURE PROPOSED CORRIDOR LINES
	METROPOLITAN CITY LIMITS
	METROPOLITAN CORNER
	AREA OF EXISTING PROVIDENCE CITY CORRIDOR LINES
	EXISTING STREET OF RIGHT
	FUTURE TRAFFIC CORRIDOR 60-100 FT R/W L&D
	FUTURE 60 FOOT CORRIDOR
	UPGRADE EXISTING CORRIDOR
	FUTURE ROUNDABOUT
	BICYCLE ROUTE
	CVS BUS ROUTE



PROVIDENCE CITY MASTER PLAN

SHEET No. 2
REVISED 03-15-02

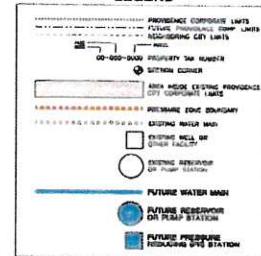
WATER SYSTEM PLAN

THIS MAP IS A CONCEPT PLAN FOR
FUTURE WATER MAINS WITHIN THE
CURRENT & FUTURE CITY BOUNDARIES.

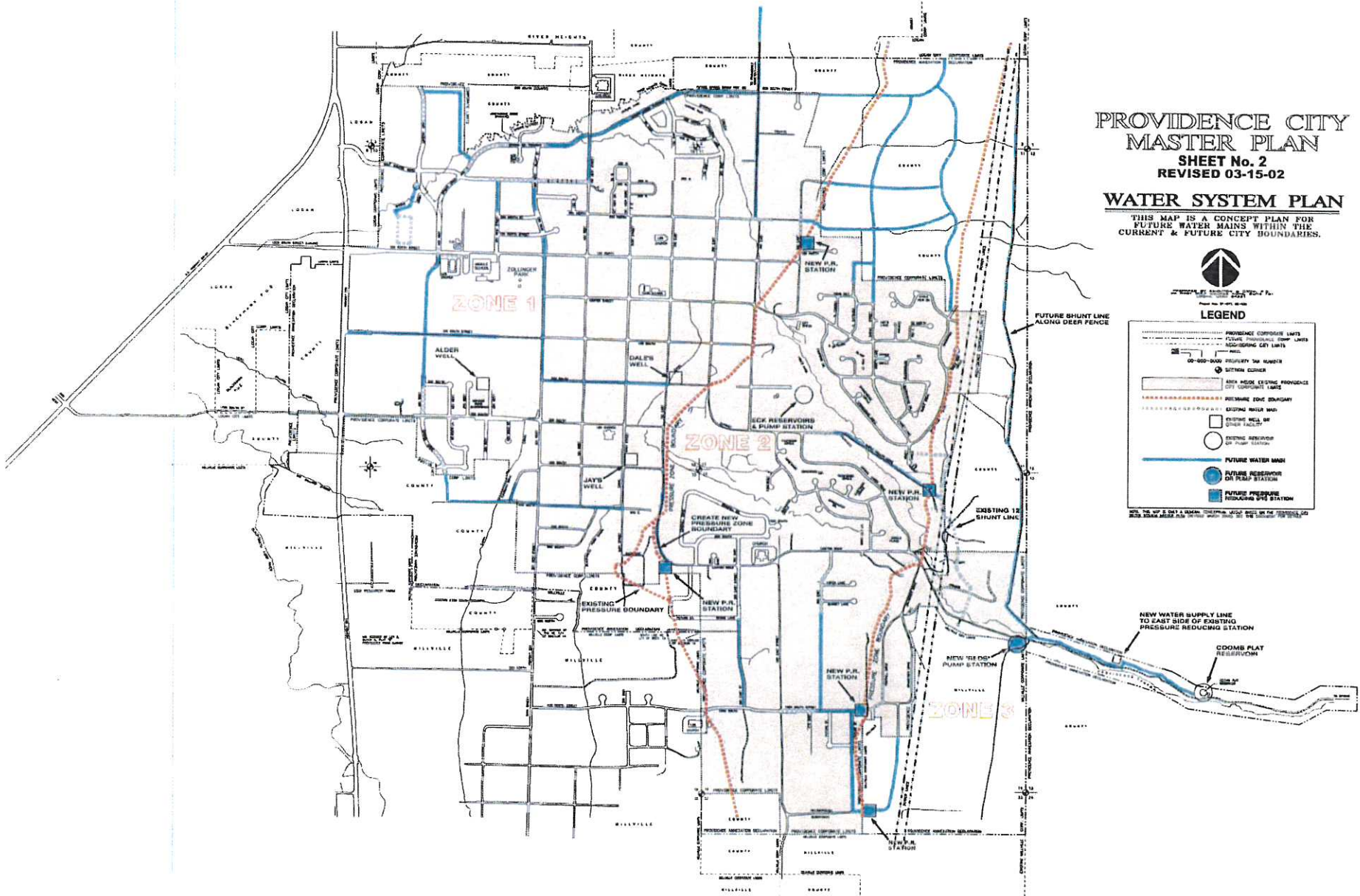


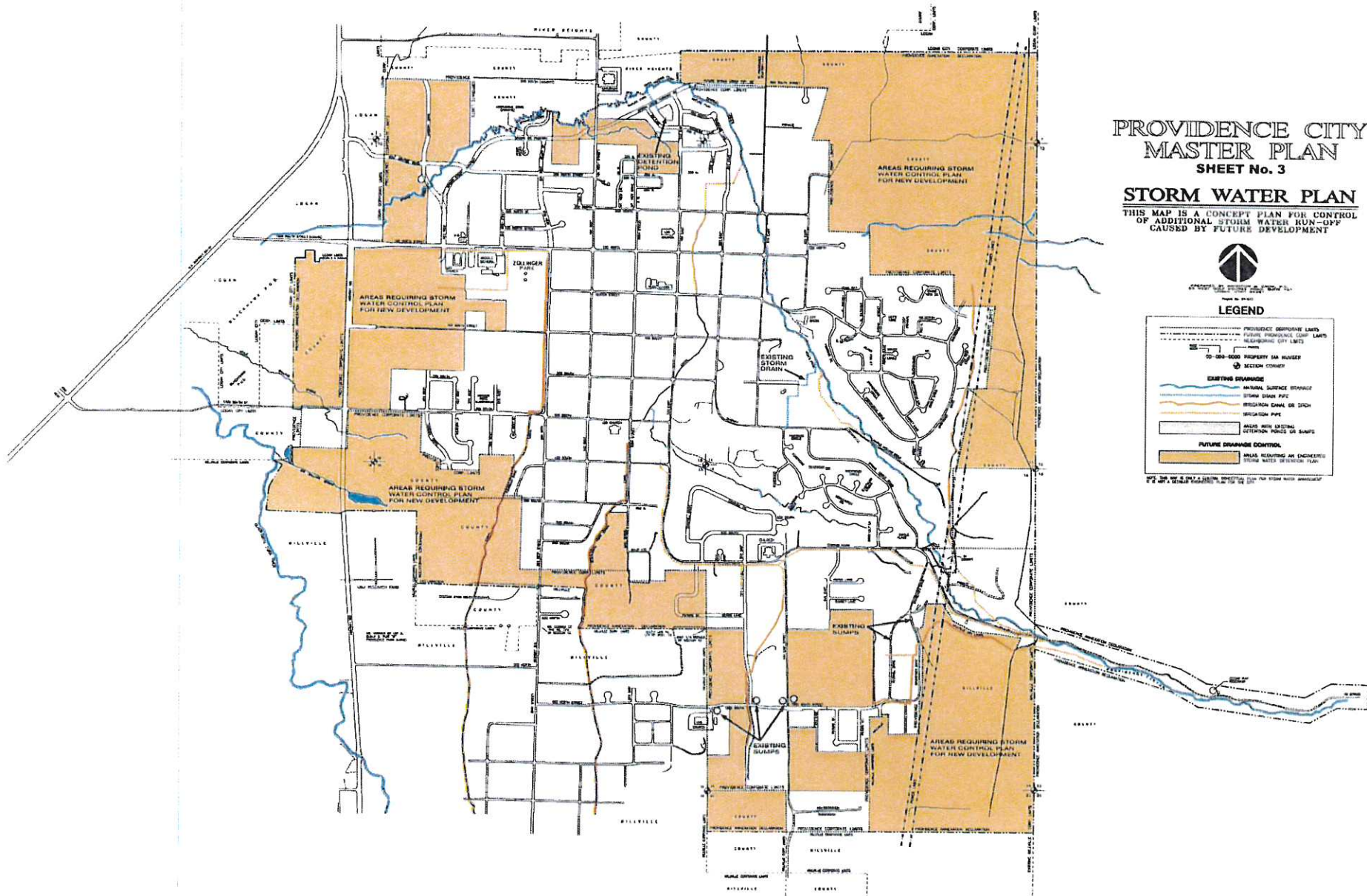
PROVIDENCE CITY ENGINEERING DEPARTMENT
PLANNING & DESIGN DIVISION

LEGEND



NOTE: THE MAP IS A CONCEPT PLAN. IT IS NOT A FINAL DESIGN. IT IS NOT TO BE USED FOR CONSTRUCTION OR AS A BASIS FOR ANY OTHER DESIGN OR ACTION.





PROVIDENCE CITY MASTER PLAN SHEET No. 3

STORM WATER PLAN

THIS MAP IS A CONCEPT PLAN FOR CONTROL
OF ADDITIONAL STORM WATER RUN-OFF
CAUSED BY FUTURE DEVELOPMENT



LEGEND

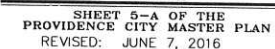
---	PROVIDENCE DEPARTMENT LIMITS
---	FUTURE DEPARTMENT LIMITS
---	NEIGHBORING CITY LIMITS
---	STREET
○	SECTION CORNER
---	00-000-000 PROPERTY IN RANGER
---	EXISTING DRAINAGE
---	MANUAL SURFACE DRAINAGE
---	STORM DRAIN PIPE
---	SEWERAGE DRAIN OR DITCH
---	SEWERAGE PIPE
---	AREAS WITH EXISTING DETENTION POND OR STUMPS
---	FUTURE DRAINAGE CONTROL
---	AREAS REQUIRING AN ENGINEERED STORM WATER DETENTION PLAN

FOR THE CITY OF PROVIDENCE, RHODE ISLAND
BY THE ENGINEER, PROVIDENCE, RHODE ISLAND

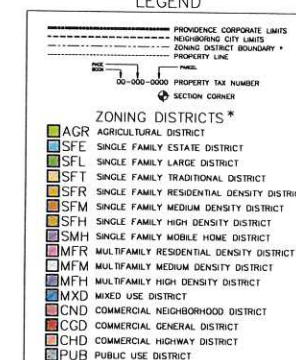
SEWER SYSTEM PLAN

[illegible]

NOTE: THIS SCHEMATIC DESIGN MAP IS ONLY A GENERAL CONCEPTUAL LAYOUT BASED ON THE
 BASIC PRINCIPLES OF THE AREA. IT IS NOT AN EXHAUSTIVE PLAN BASED ON EXISTING DATA.



LEGEND



* NOTE: THIS ZONING MAP IS A COMPILATION OF ZONE BOUNDARIES THAT HAVE BEEN OBTAINED FROM COPIES OF EACH COUNTY RECORDED'S PLATS ON FILE IN THE PROVISIONS CITY OFFICE. PLEASE REFER TO THESE CITY PLATS FOR DETAILED LOCATIONS OF ZONE BOUNDARIES.

ZONING DISTRICT BOUNDARIES ARE DELINEATED ON THIS MAP BY COLORED LINES. UNLESS SPECIFIED BY LEGAL DESCRIPTION OR NOTED OTHERWISE ON THIS MAP, ALL ZONING DISTRICT BOUNDARIES RUN ALONG THE FOLLOWING LINES:

1. ALONG THE CENTER LINE OF A STREET, RIGHT-OF-WAY, CANAL, OR OTHER LANDMARK.
2. ALONG LOT LINES OR PLATS AS DETAILLED ON THE CITY'S PLATS.
3. ALONG THE CITY'S CORPORATE LIMITS.

① DENOTES A DISTRICT BOUNDARY ALONG THE RIGHT-OF-WAY LINE OF A PUBLIC STREET.

PROVIDENCE CITY MASTER PLAN SHEET No. 5-B

FUTURE RE-ZONE OF EXISTING DISTRICTS

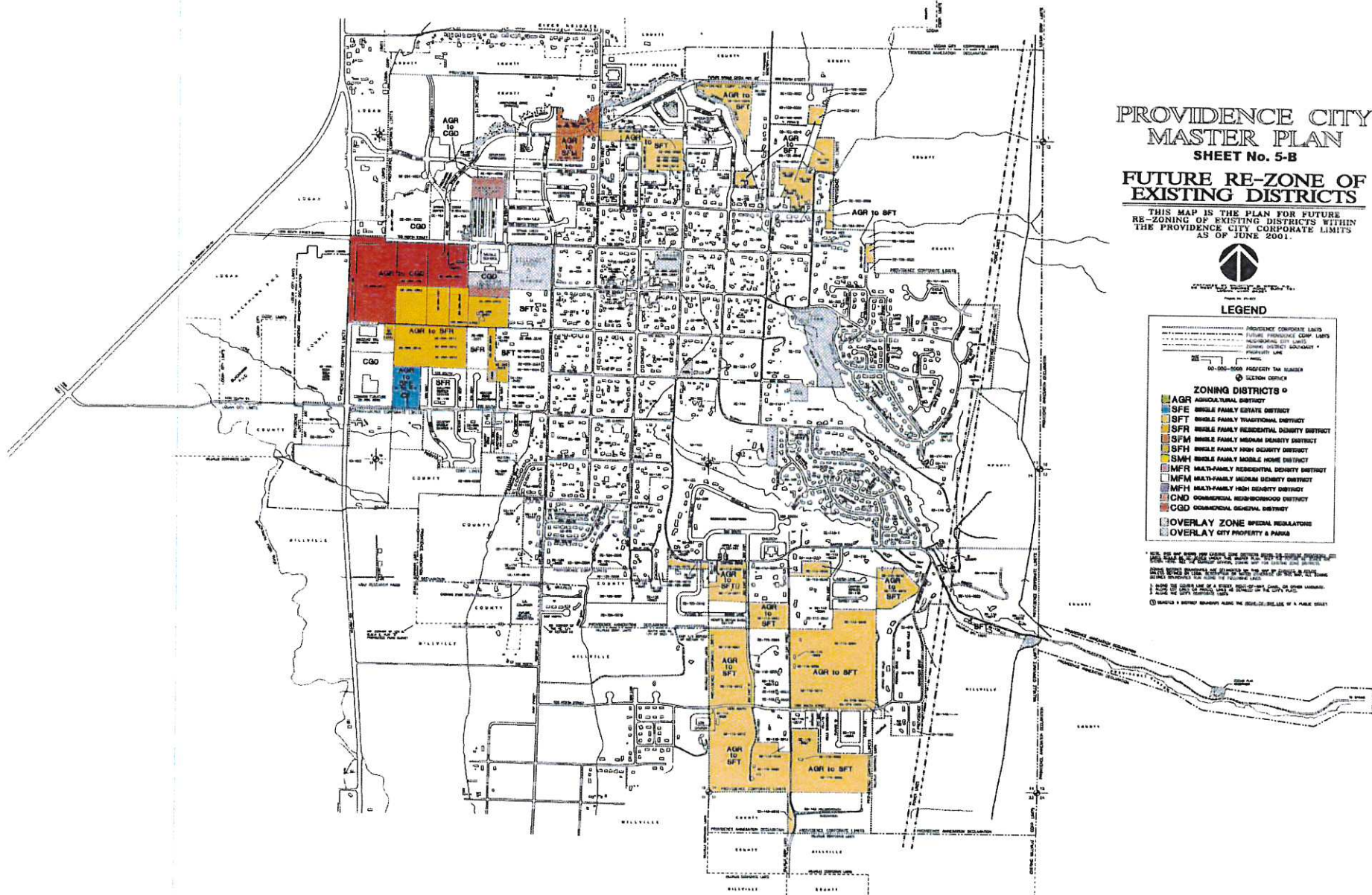
THIS MAP IS THE PLAN FOR FUTURE
RE-ZONING OF EXISTING DISTRICTS WITHIN
THE PROVIDENCE CITY CORPORATE LIMITS
AS OF JUNE 2001.



LEGEND

	PROVIDENCE CITY CORPORATE LIMITS
	FUTURE PROVIDENCE CITY LIMITS
	NEIGHBORING CITY LIMITS
	ZONING DISTRICT BOUNDARY
	PROPERTY LINE
	00-000-0000 PROPERTY TAX BLANKET
	SECTION OFFICE
ZONING DISTRICTS	
	AGR AGRICULTURAL DISTRICT
	SFE SINGLE FAMILY ESTATE DISTRICT
	SFT SINGLE FAMILY TRADITIONAL DISTRICT
	SFR SINGLE FAMILY RESIDENTIAL DISTRICT
	SFM SINGLE FAMILY MEDIUM DENSITY DISTRICT
	SFH SINGLE FAMILY HIGH DENSITY DISTRICT
	SMH SINGLE FAMILY MIDDLE HOME DISTRICT
	IMFR MULTI-FAMILY RESIDENTIAL DISTRICT
	IMFM MULTI-FAMILY MEDIUM DENSITY DISTRICT
	IMFH MULTI-FAMILY HIGH DENSITY DISTRICT
	CND COMMERCIAL NEIGHBORHOOD DISTRICT
	CGD COMMERCIAL GENERAL DISTRICT
	OVERLAY ZONE SPECIAL REGULATIONS
	OVERLAY CITY PROPERTY & PARKS

1. THIS MAP IS THE PLAN FOR FUTURE RE-ZONING OF EXISTING DISTRICTS WITHIN THE PROVIDENCE CITY CORPORATE LIMITS AS OF JUNE 2001. IT IS NOT A GUARANTEE OF FUTURE ACTION. THE CITY ENGINEER'S OFFICE IS NOT RESPONSIBLE FOR THE ACCURACY OF THE DATA OR THE RESULTS OF THE ANALYSIS. THE CITY ENGINEER'S OFFICE IS NOT RESPONSIBLE FOR THE RESULTS OF THE ANALYSIS. THE CITY ENGINEER'S OFFICE IS NOT RESPONSIBLE FOR THE RESULTS OF THE ANALYSIS.



PROVIDENCE CITY MASTER PLAN SHEET No. 5-C

ZONE DISTRICTS OF FUTURE ANNEXATIONS

THIS MAP IS THE PLAN FOR ZONING DISTRICTS
IN FUTURE ANNEXATIONS TO PROVIDENCE CITY.



Scale: 1" = 1/4" Mile

LEGEND

PROVIDENCE CITY LIMITS	PROVIDENCE CITY LIMITS
FUTURE PROPOSED CITY LIMITS	FUTURE PROPOSED CITY LIMITS
INCORPORATED CITY LIMITS	INCORPORATED CITY LIMITS
ZONING DISTRICT BOUNDARY	ZONING DISTRICT BOUNDARY
PROPERTY LINE	PROPERTY LINE
00-000-0000 PROPERTY TAX MAP	00-000-0000 PROPERTY TAX MAP
SECTION CORNER	SECTION CORNER
ZONING DISTRICTS	
AGR AGRICULTURAL DISTRICT	AGR AGRICULTURAL DISTRICT
SFE SINGLE FAMILY ESTATE DISTRICT	SFE SINGLE FAMILY ESTATE DISTRICT
SFT SINGLE FAMILY TRADITIONAL DISTRICT	SFT SINGLE FAMILY TRADITIONAL DISTRICT
SFR SINGLE FAMILY RESIDENTIAL DENSITY DISTRICT	SFR SINGLE FAMILY RESIDENTIAL DENSITY DISTRICT
SFM SINGLE FAMILY MEDIUM DENSITY DISTRICT	SFM SINGLE FAMILY MEDIUM DENSITY DISTRICT
SPH SINGLE FAMILY HIGH DENSITY DISTRICT	SPH SINGLE FAMILY HIGH DENSITY DISTRICT
SMH SINGLE FAMILY MOBILE HOME DISTRICT	SMH SINGLE FAMILY MOBILE HOME DISTRICT
MFR MULTI-FAMILY RESIDENTIAL DENSITY DISTRICT	MFR MULTI-FAMILY RESIDENTIAL DENSITY DISTRICT
MFM MULTI-FAMILY MEDIUM DENSITY DISTRICT	MFM MULTI-FAMILY MEDIUM DENSITY DISTRICT
MFH MULTI-FAMILY HIGH DENSITY DISTRICT	MFH MULTI-FAMILY HIGH DENSITY DISTRICT
CND COMMERCIAL NEIGHBORHOOD DISTRICT	CND COMMERCIAL NEIGHBORHOOD DISTRICT
CGD COMMERCIAL GENERAL DISTRICT	CGD COMMERCIAL GENERAL DISTRICT
OVERLAY ZONE SPECIAL REGULATIONS	OVERLAY ZONE SPECIAL REGULATIONS
OVERLAY CITY PROPERTY & TAXES	OVERLAY CITY PROPERTY & TAXES

1. THIS MAP WAS PREPARED BY THE CITY OF PROVIDENCE, RHODE ISLAND, AND IS A PART OF THE CITY OF PROVIDENCE MASTER PLAN. IT IS A PART OF THE CITY OF PROVIDENCE MASTER PLAN. IT IS A PART OF THE CITY OF PROVIDENCE MASTER PLAN.

2. THE CITY OF PROVIDENCE HAS THE RIGHT TO REVOKE OR MODIFY THIS MAP AT ANY TIME WITHOUT NOTICE.

3. THE CITY OF PROVIDENCE HAS THE RIGHT TO REVOKE OR MODIFY THIS MAP AT ANY TIME WITHOUT NOTICE.

4. THE CITY OF PROVIDENCE HAS THE RIGHT TO REVOKE OR MODIFY THIS MAP AT ANY TIME WITHOUT NOTICE.

5. THE CITY OF PROVIDENCE HAS THE RIGHT TO REVOKE OR MODIFY THIS MAP AT ANY TIME WITHOUT NOTICE.

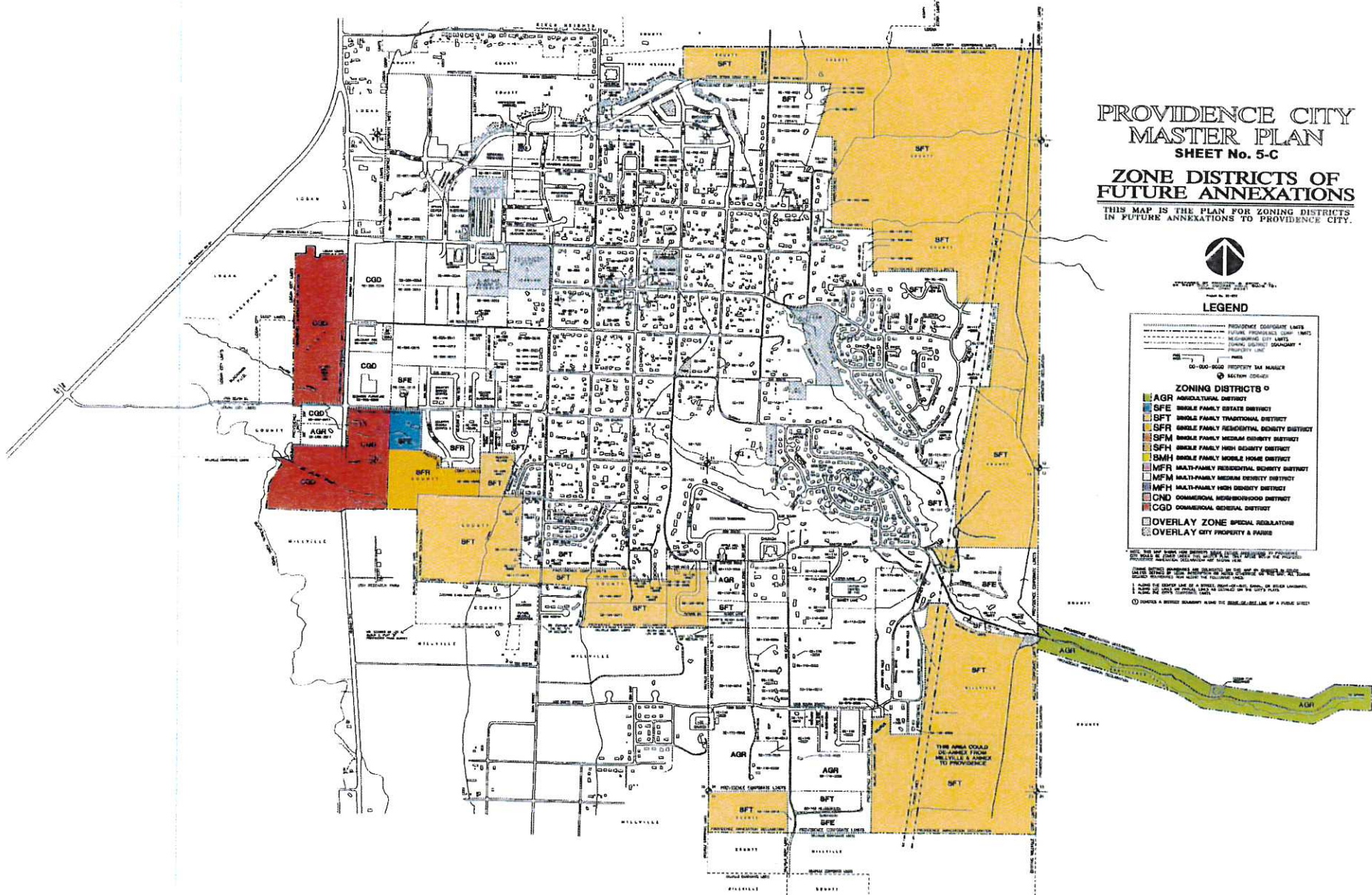
6. THE CITY OF PROVIDENCE HAS THE RIGHT TO REVOKE OR MODIFY THIS MAP AT ANY TIME WITHOUT NOTICE.

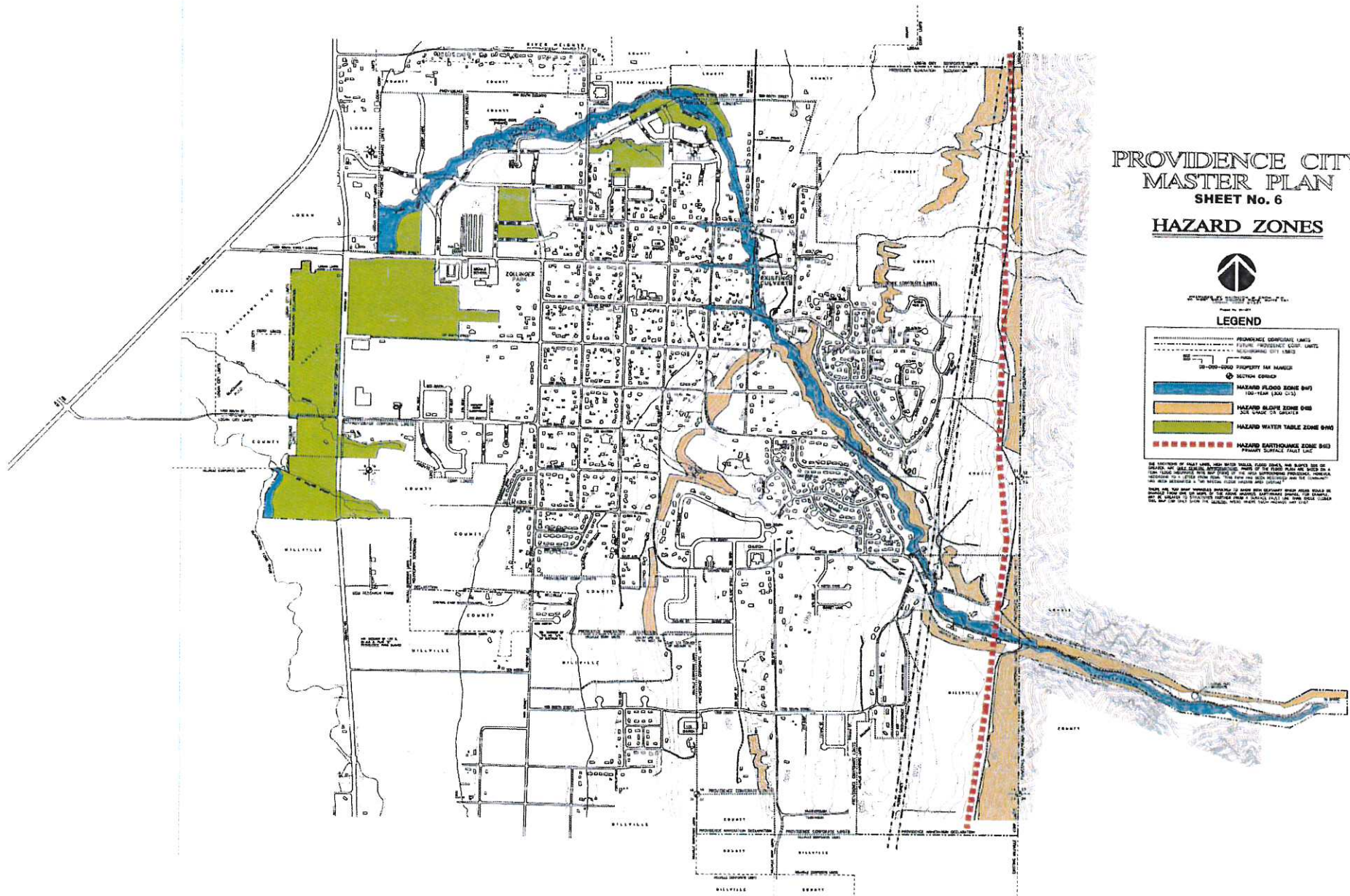
7. THE CITY OF PROVIDENCE HAS THE RIGHT TO REVOKE OR MODIFY THIS MAP AT ANY TIME WITHOUT NOTICE.

8. THE CITY OF PROVIDENCE HAS THE RIGHT TO REVOKE OR MODIFY THIS MAP AT ANY TIME WITHOUT NOTICE.

9. THE CITY OF PROVIDENCE HAS THE RIGHT TO REVOKE OR MODIFY THIS MAP AT ANY TIME WITHOUT NOTICE.

10. THE CITY OF PROVIDENCE HAS THE RIGHT TO REVOKE OR MODIFY THIS MAP AT ANY TIME WITHOUT NOTICE.





PROVIDENCE CITY MASTERS PLAN SHEET No. 6

HAZARD ZONES



LEGEND

-----	PROVIDENCE CORPORATE LIMITS
-----	FUTURE PROPOSED CORP. LIMITS
-----	NEIGHBORING CITY LIMITS
-----	SECTION CORNER
-----	20-100-4000 PROPERTY TAX MAPS
-----	HAZARD FLOOD ZONE (H)
-----	HAZARD SLOPE ZONE (S)
-----	HAZARD WATER TABLE ZONE (W)
-----	HAZARD EARTHQUAKE ZONE (E)
-----	PRIMARY SURFACE FAULT LINE

THE LOCATION OF FLOOD ZONE, AND WATER TABLE ZONE, HAS BEEN DETERMINED BY THE CITY OF PROVIDENCE, RHODE ISLAND, AND THE UNITED STATES GEOLOGICAL SURVEY. THE LOCATION OF SLOPE ZONE, AND EARTHQUAKE ZONE, HAS BEEN DETERMINED BY THE CITY OF PROVIDENCE, RHODE ISLAND, AND THE UNITED STATES GEOLOGICAL SURVEY. THE LOCATION OF WATER TABLE ZONE, HAS BEEN DETERMINED BY THE CITY OF PROVIDENCE, RHODE ISLAND, AND THE UNITED STATES GEOLOGICAL SURVEY. THE LOCATION OF FLOOD ZONE, AND WATER TABLE ZONE, HAS BEEN DETERMINED BY THE CITY OF PROVIDENCE, RHODE ISLAND, AND THE UNITED STATES GEOLOGICAL SURVEY. THE LOCATION OF SLOPE ZONE, AND EARTHQUAKE ZONE, HAS BEEN DETERMINED BY THE CITY OF PROVIDENCE, RHODE ISLAND, AND THE UNITED STATES GEOLOGICAL SURVEY. THE LOCATION OF WATER TABLE ZONE, HAS BEEN DETERMINED BY THE CITY OF PROVIDENCE, RHODE ISLAND, AND THE UNITED STATES GEOLOGICAL SURVEY.

PROVIDENCE CITY MASTER PLAN COMBINED SHEETS Nos. 7, 8 & 9

PARKS, OPEN SPACE, & URBAN TRAILS



Scale: 1" = 100' (Horizontal)
1" = 200' (Vertical)

LEGEND

	PROVIDENCE CITY LIMITS
	EXISTING PROVIDENCE CORP. LIMITS
	EXISTING CITY LIMITS
	EXISTING DISTRICT BOUNDARY
	PROPERTY LINE
	20-000-0000 PROPERTY VIA BLANKET
	SECTION CORNER
	EXISTING CITY PROPERTY
	EXISTING PARKS, RECREATION & WILDLIFE AREAS
	FUTURE PARKS, OPEN SPACE & WILDLIFE AREAS
	BIKEWAY CORRIDOR ROUTE
	PRIMITIVE TRAILS, ALL USER
	WHEEL CHAIR ACCESSIBLE

